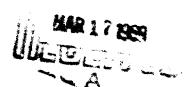
THRUST CORFFICIENTS,

THRUST DEFLECTION ANGLES, AND

MONDIMENSIONAL MOMENTS

FOR MOZZLES WITH OBLIQUE EXIT PLANES

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THE BOSING COMPANY IN SEATILE, WASHINGTON

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THRUST COEFFICIENTS, THRUST DEFLECTION ANGLES, AND NONDIMENSIONAL MOMENTS FOR NOZZLES WITH JBLIQUE EXIT PLANES

March 1968

MAR 1 7 1969

Missile and Information Systems Division
Aerospace Group
THE BOEING COMPANY
Seattle, Washington

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## LIST OF GRAPHS

Graphs of thrust coefficient, deflection angle, and nondimensional moment are listed below.

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### **PREFACE**

Nozzles with oblique exit planes, scarfed nozzles, are encountered in aerospace applications such as reaction control and thrust reversal systems. This document provides thrust coefficient, thrust deflection angle, and nondimensional turning moment data for scarfed conical nozzles on machine-generated graphs. Based on one-dimensional isentropic flow of a perfect gas, the data cover specific heat ratios from 1.18 to 1.40, nozzle half-angles from 5 to 25 degrees, scarf angles from 10 to 60 degrees, area ratios at the upstream scarf point from 1.5 to 15, and ratios of chamber pressure to ambient pressure from 20 to infinity (vacuum).

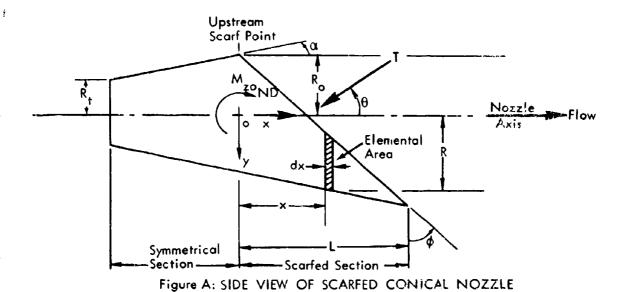
The data presented herein were developed by the Rocket Propulsion Research Staff of the Missile and Information Systems Division of The Boeing Company. An original analysis by Robert Hopcroft was extended in scope and programmed for computation by Ross Fiedler and William Phillips. Mike Whitaker programmed the machine plotting. William Phillips wrote the text and coordinated printing.

# SYMBOLS

## (See Figures A and B on Page vii)

A <sub>t</sub>	Nozzle throat area
C <sub>F</sub>	Total thrust coefficient
C <sub>F</sub>	Thrust coefficient for symmetrical section of nozzle (corrected for flow divergence)
C <sub>T</sub>	Total thrust coefficient in x-direction
C <sub>T</sub>	Total thrust coefficient in y-direction
F <sub>x</sub>	Thrust produced by scarfed section of nozzle in x-direction
F <sub>y</sub>	Thrust produced by scarfed section of nozzle in y-direction
I.	Length of scarfed section of nozzle
M <sub>zo<sub>nd</sub></sub>	Nondimensional moment produced about z-axis at point o (positive in clockwise direction)
P	Pressure at any point inside scarfed section
Pa	Ambient pressure
P <sub>C</sub>	Chamber pressure
R	Radius of nozzle at any point inside scarfed section
R <sub>o</sub>	Radius of nozzle at upstream scarf point
R <sub>t</sub>	Nozzle throat radius
T	Total thrust produced by the nozzle
T <sub>x</sub>	Total thrust in x-direction
T <sub>y</sub>	Total thrust in y-direction
x	Axial distance inside nozzle from point o
у	Distance inside nozzle perpendicular to axis
α	Nozzle half-angle
в	Direction of radius vector R
Υ	Specific heat ratio
θ	Thrust deflection angle
ф	Nozzle scarf angle

νí



B R Elemental Area

Figure 8: END VIEW OF SCAREED CONICAL NOZZLE

### **ANALYSIS**

#### ASSUMPTIONS AND LIMITATIONS

- 1) The flow is accelerated from stagnation conditions.
- 2) The gases obey the perfect gas laws.
- 3) The flow is one-dimensional, steady, and isentropic.
- 4) The momentum term of the thrust equation is corrected for divergence of the gas flow.
- 5) The data provided exclude those cases where:
  - Expansion fans originating from the upstream scarf point would intersect the opposite wall of the nozzle;
  - b) Flow separation would occur inside the nozzle.

#### **EQUATIONS**

The scarfed nozzle thrust coefficient, deflection angle, and nondimensional moment are defined as follows:

$$C_{F_{sc}} = \frac{T}{P_{c}A_{t}}$$

$$\theta = \tan^{-1} \left(\frac{T_{y}}{T_{x}}\right)$$

$$M_{zo_{ND}} = \frac{\int_{0}^{L} x \, dF_{y} + \int_{0}^{L} y \, dF_{x}}{P_{c}R_{t}^{3}}$$

The thrust coefficient and deflection angle are calculated from:

$$c_{F_{SC}} = \sqrt{c_{T_x}^2 + c_{T_y}^2}$$

$$\theta = \tan^{-1} \left(\frac{c_{T_y}}{c_{T_x}}\right)$$

where,

$$C_{T_{x}} = \frac{2 \tan \alpha}{\pi} \int_{0}^{L/R} \left( \frac{P}{P_{c}} - \frac{P_{a}}{P_{c}} \right) \frac{R}{R_{t}} \beta d\left( \frac{x}{R_{t}} \right) + C_{F_{0}}$$

$$C_{T_{y}} = \frac{2}{\pi} \int_{0}^{L/R} \left( \frac{P}{P_{c}} - \frac{P_{a}}{P_{c}} \right) \frac{R}{R_{t}} \sin \beta d\left( \frac{x}{R_{t}} \right)$$

The nondimensional moment is calculated from:

$$M_{2O_{ND}} = 2 \tan \alpha \int_{0}^{L/R} \left(\frac{P}{P_{c}} - \frac{P_{a}}{P_{c}}\right) \left(\frac{R}{R_{t}}\right)^{2} \sin \beta d\left(\frac{x}{R_{t}}\right)$$

$$+ 2 \int_{0}^{L/R} \left(\frac{P}{P_{c}} - \frac{P_{a}}{P_{c}}\right) \left(\frac{R}{R_{t}}\right) \sin \beta \frac{x}{R_{t}} d\left(\frac{x}{R_{t}}\right)$$

The moment axis is perpendicular to the nozzle plane of symmetry at a point on the nozzle axis opposite the upstream scarf point (point o in the diagram on Page vii). The pressure ratio,  $P/P_{\rm C}$ , is determined from one-dimensional isentropic flow theory. The parameters  $R/R_{\rm t}$ ,  $L/R_{\rm t}$ , and ß are expressed in terms of the nozzle half-angle, scarf angle, and initial area ratio.

#### COMPUTATIONAL ACCURACY

The implicit relationship between pressure ratio and area ratio requires that an iterative computation be carried out to determine the pressure ratio at the upstream scarf point and the pressure profile in the scarfed section of the nozzle, which is required for numerical integration of the forces. The number of increments in the integration procedure has been selected to ensure an accuracy of 0.006% in the calculations.

#### EXPLANATION OF GRAPHS

#### USE OF GRAPHS

The plots of the performance parameters as functions of the ratio of chamber pressure to ambient pressure are discontinued at the maximum calculated value of initial expansion ratio (less than 15.0) for which separation does not occur downstream in the scarfed section. The performance parameters were calculated for each half-unit of expansion ratio from 1.5 to 15. Separation criteria from the accumulation of data presented\* are employed to provide limits to the calculated data for initial expansion ratios of less than 15.

With initial expansion ratios equal to or greater than 1.5, the minimum for which data are calculated, expansion waves originating from the upstream scarf point will not intersect the opposite wall (thus influencing the pressure distribution on the nozzle wall), provided the scarf angle is not greater than 60 degrees for nozzle half-angles of 5 degrees or more. Any extrapolation of the curves below a scarf-point area ratio of 1.5 must be checked for this condition.

Linear interpolation may be used to obtain values of the performance parameters for low intermediate values of scarf angle and nozzle half-angle without incurring errors greater than 1%. For values of scarf angle greater than 40 degrees and nozzle half-angle greater than 20 degrees, errors of up to 10% may be incurred.

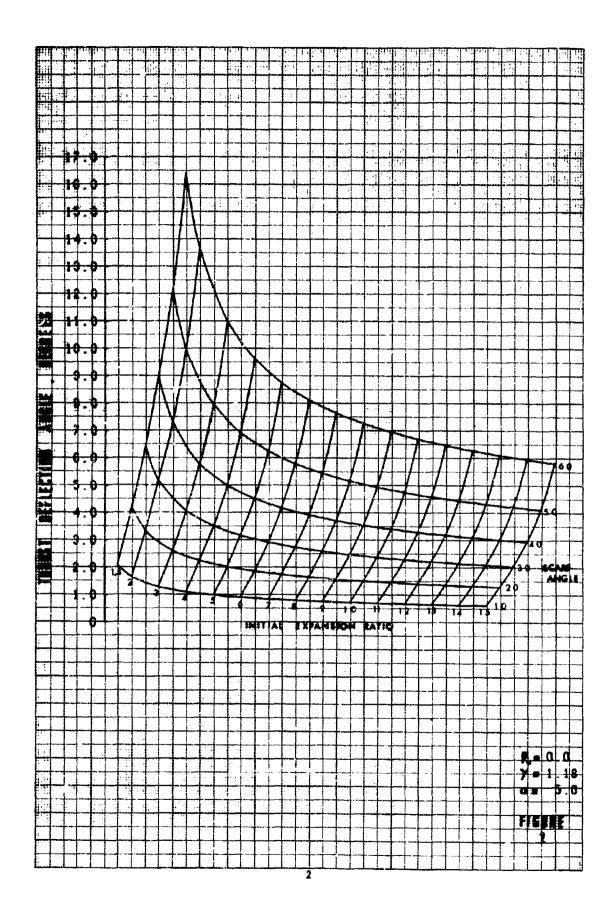
#### PLOTTING ACCURACY

These graphs were machine-plotted with an accuracy of 0.5% compared to the computed data.

#### SEQUENCE OF GRAPHS

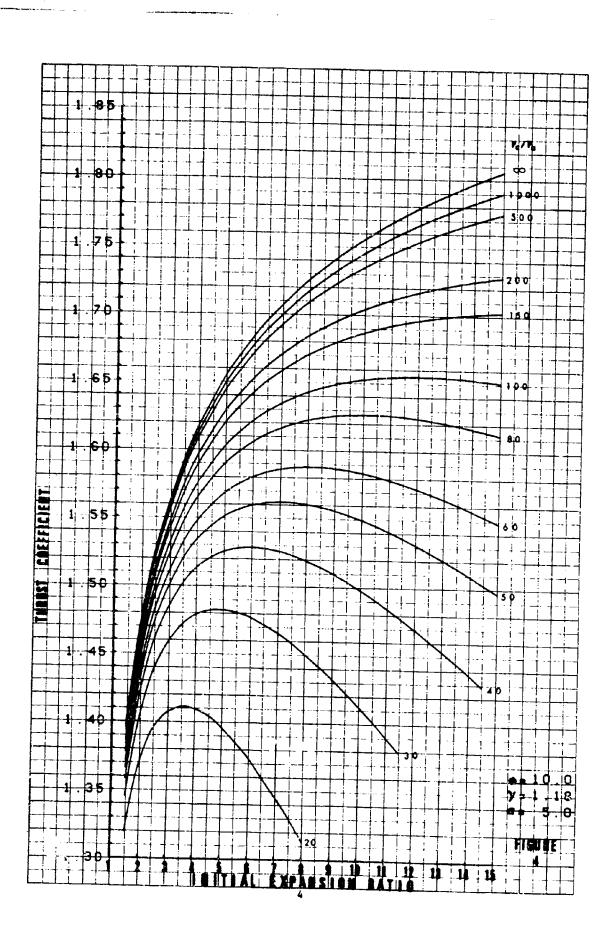
The graphs are divided into four sections, one for each value of specific heat ratio of 1.18, 1.20, 1.22, and 1.40. For each specific heat ratio there are five values of nozzle half-angle: 5, 10, 15, 20, and 25 degrees. For each nozzle half-angle there are 27 graphs, of which the first three are carpet plots of each of the performance parameters as functions of initial area ratio and scarf angle for vacuum conditions. On the following 24 pages, the graphs of thrust coefficient, deflection angle, and moment as functions of initial area ratio and ambient pressure are arranged together for each value of scarf angle: 10, 20, 30, 40, 45, 50, 55, and 60 degrees.

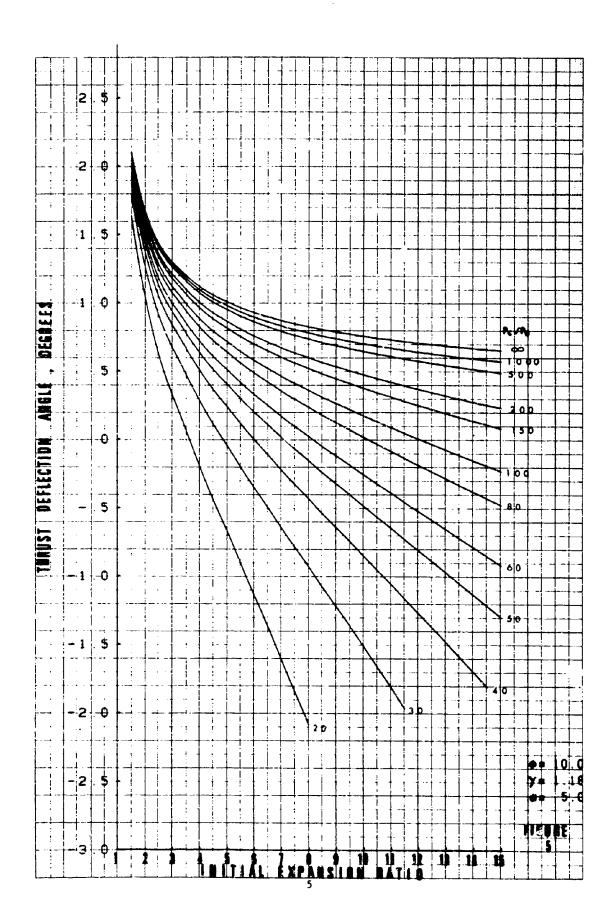
<sup>\*</sup> Arens, M., and E. Spiegler, "Shock-Induced Boundary Layer Separation in Overexpanded Conical Exhaust Nozzles," AIAA Journal, March 1963.



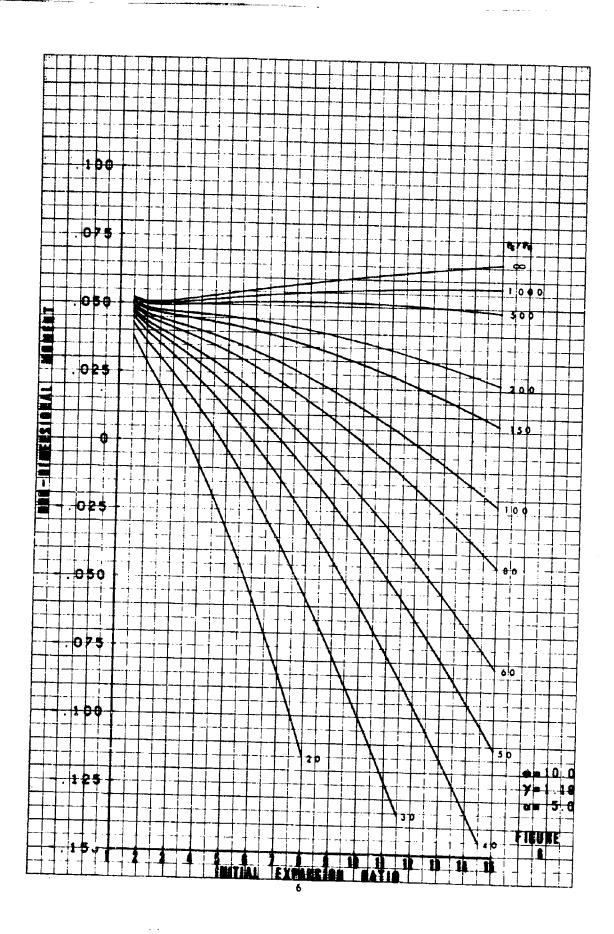
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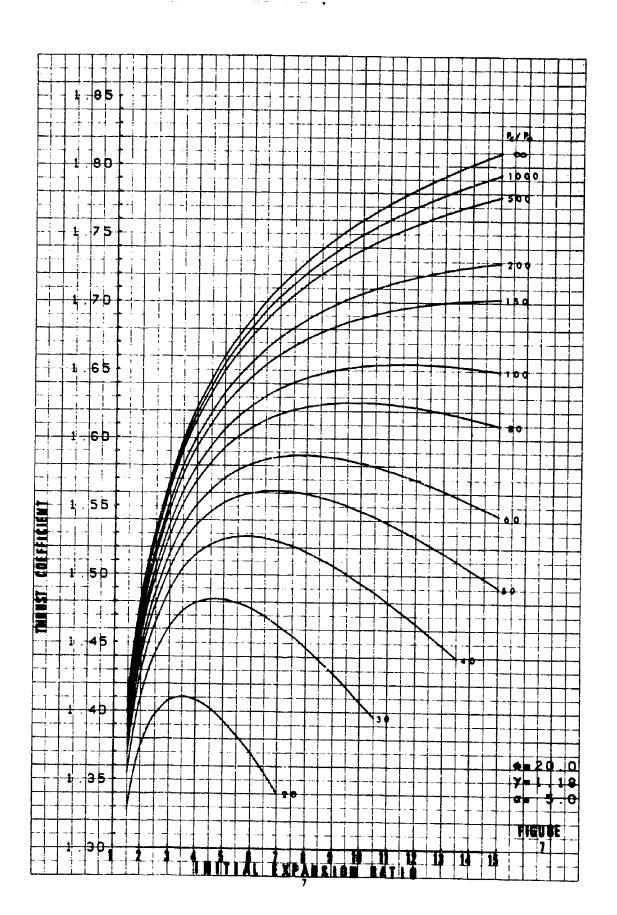
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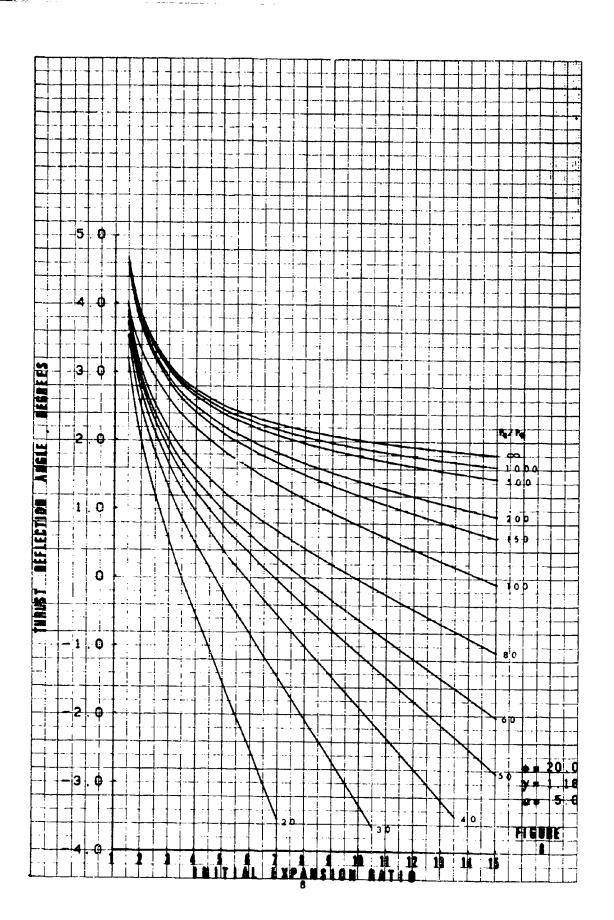


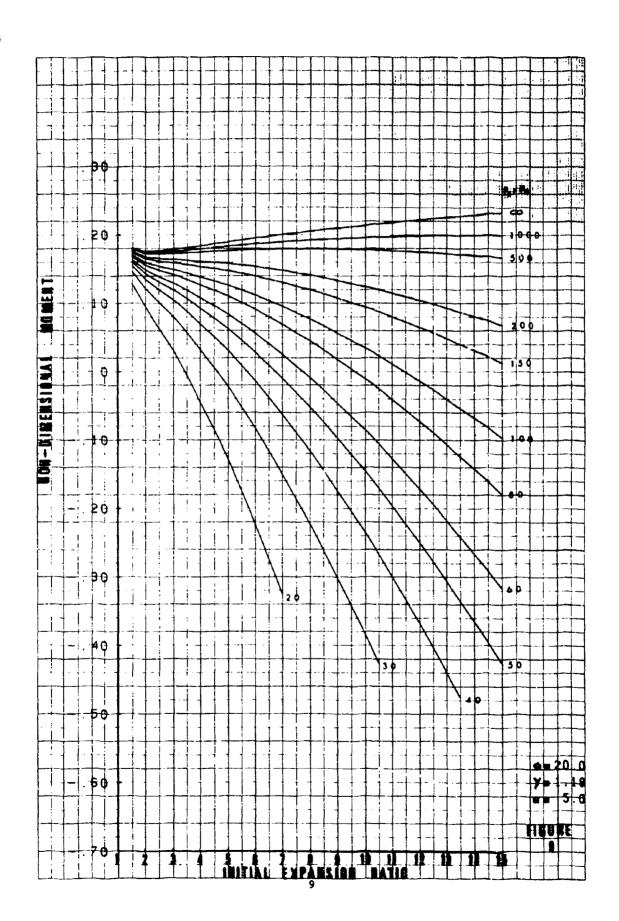
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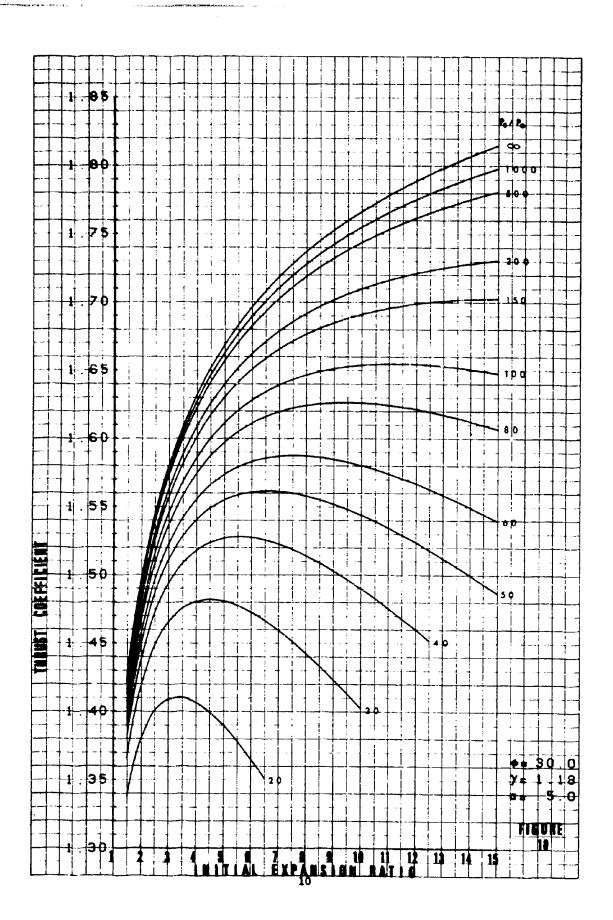




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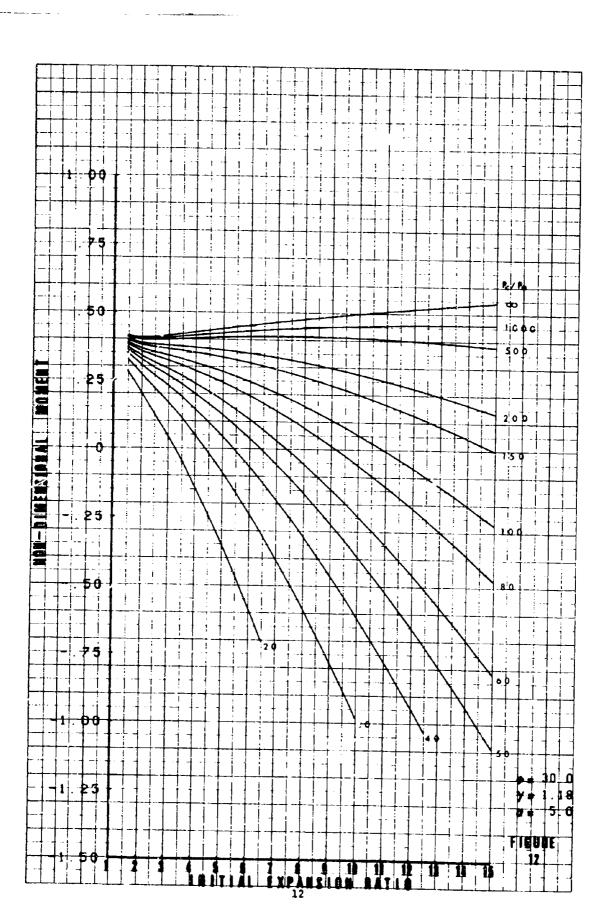


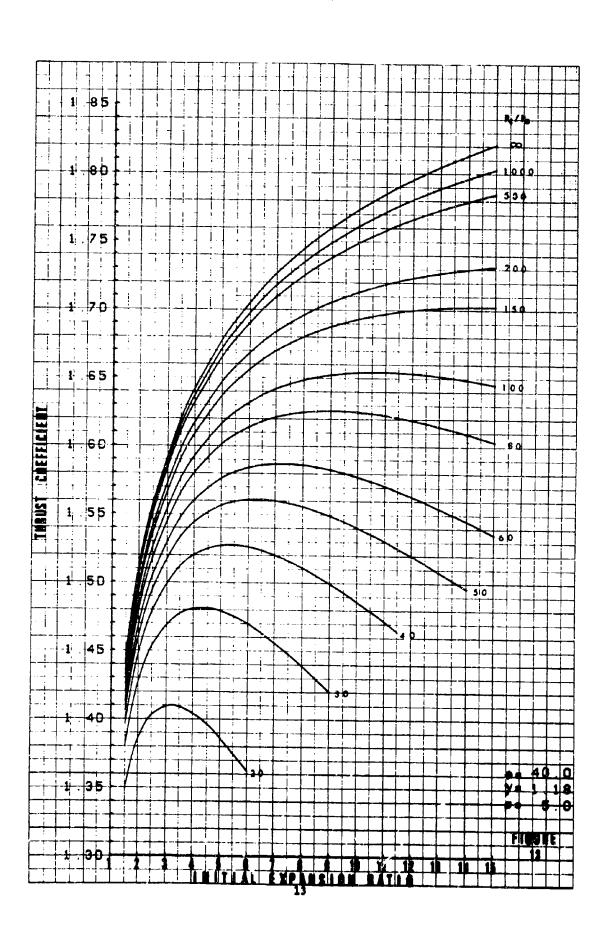


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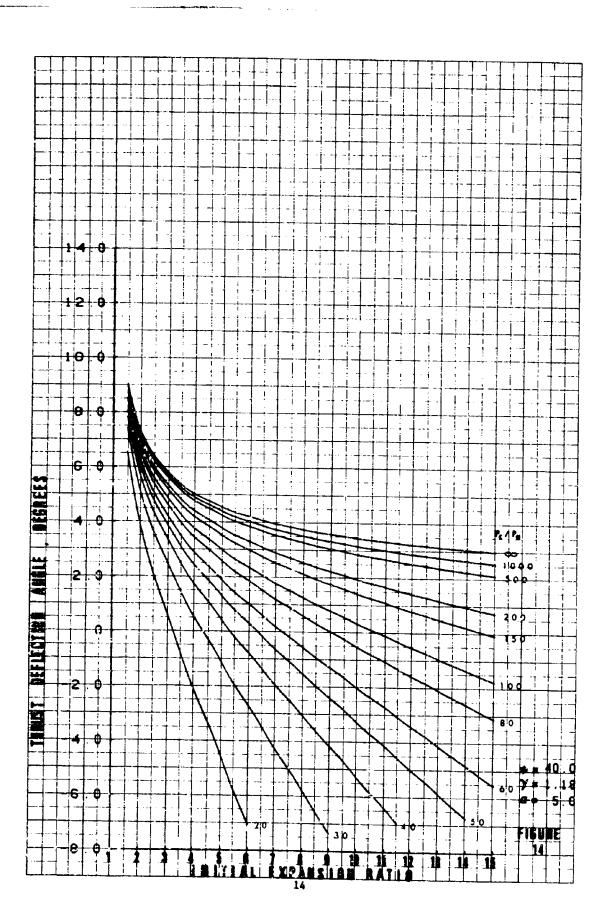
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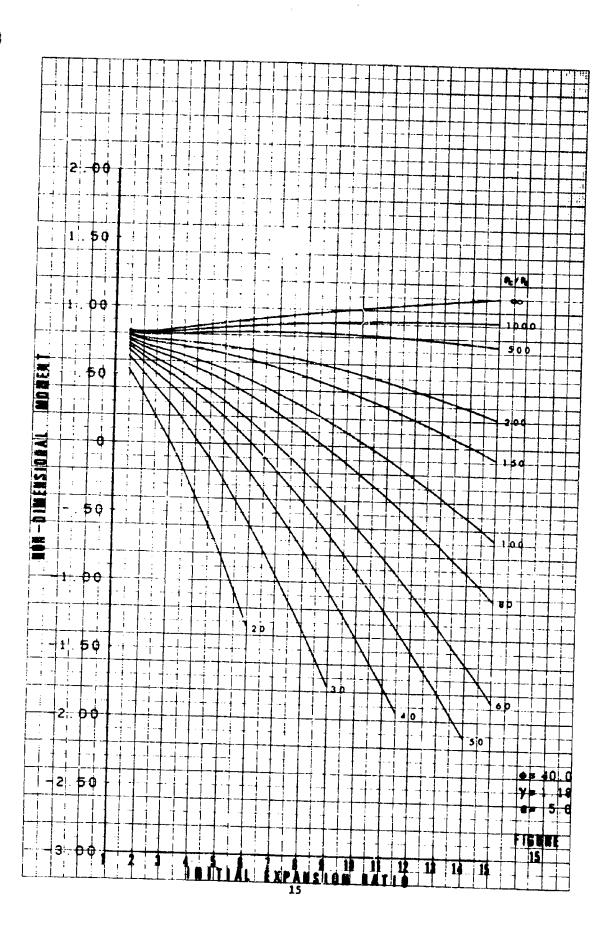


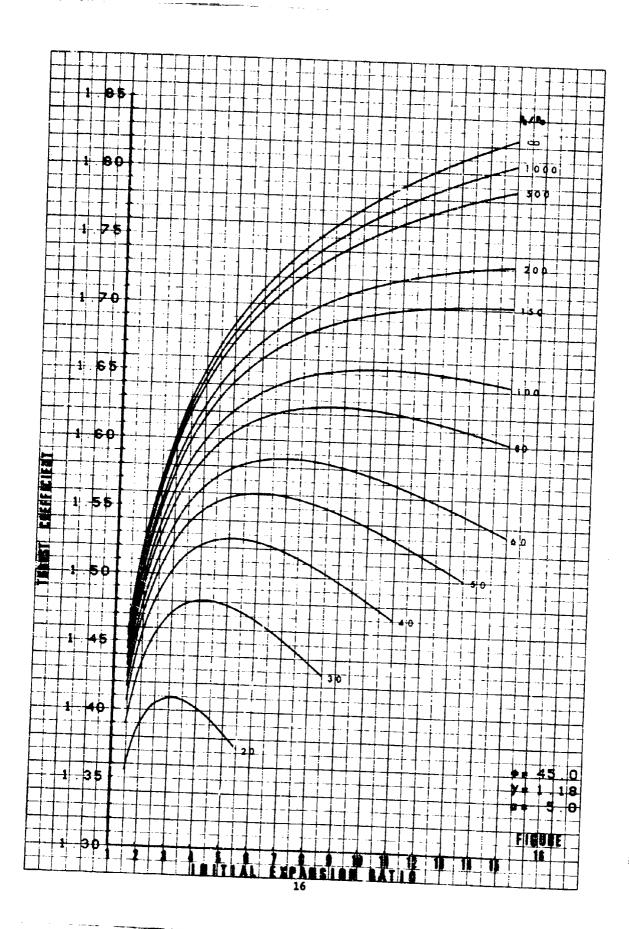


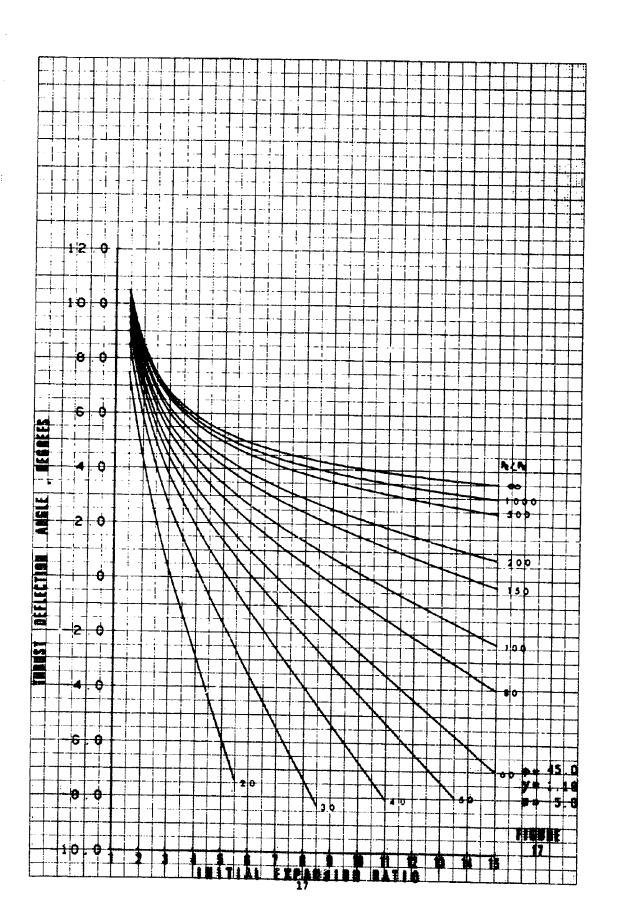
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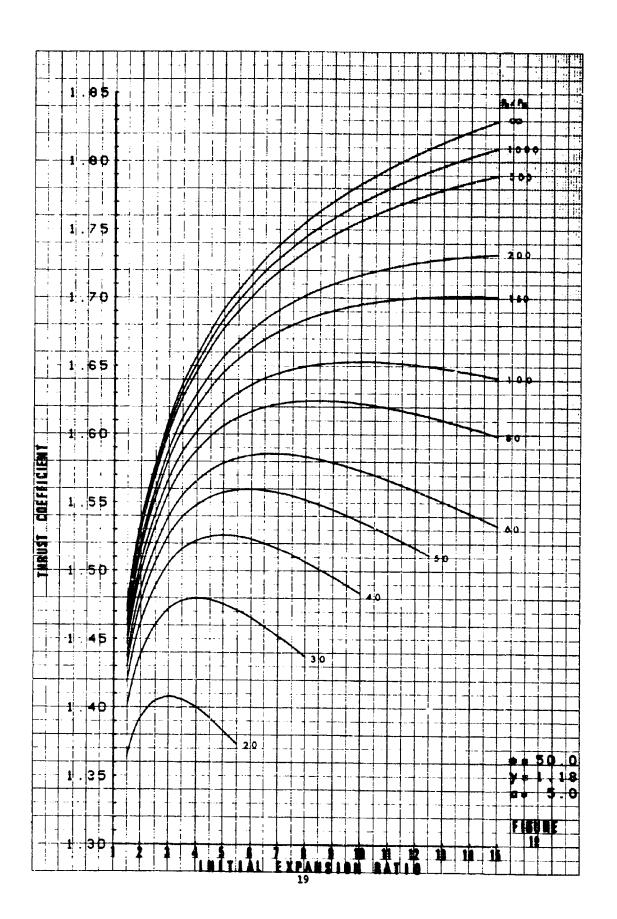


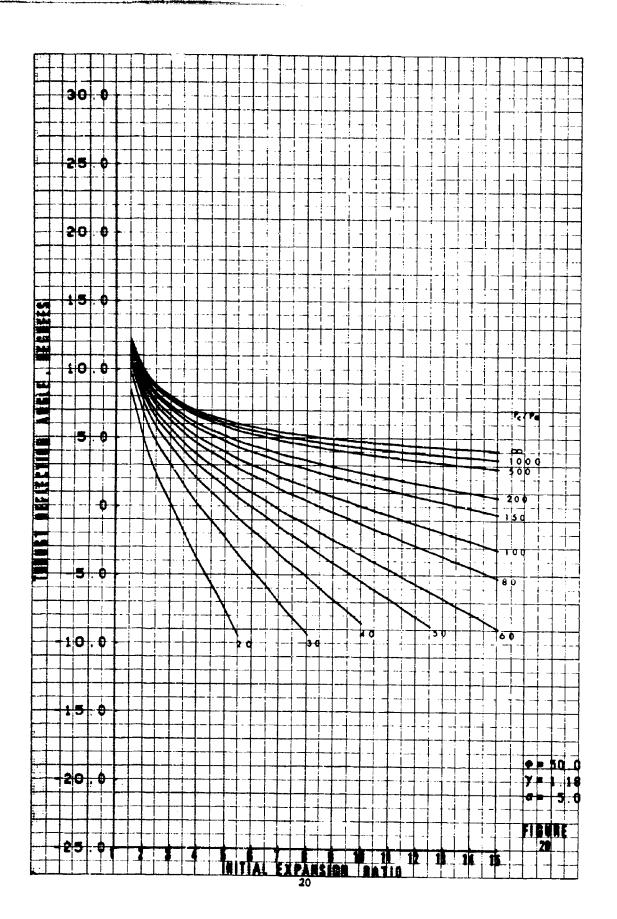
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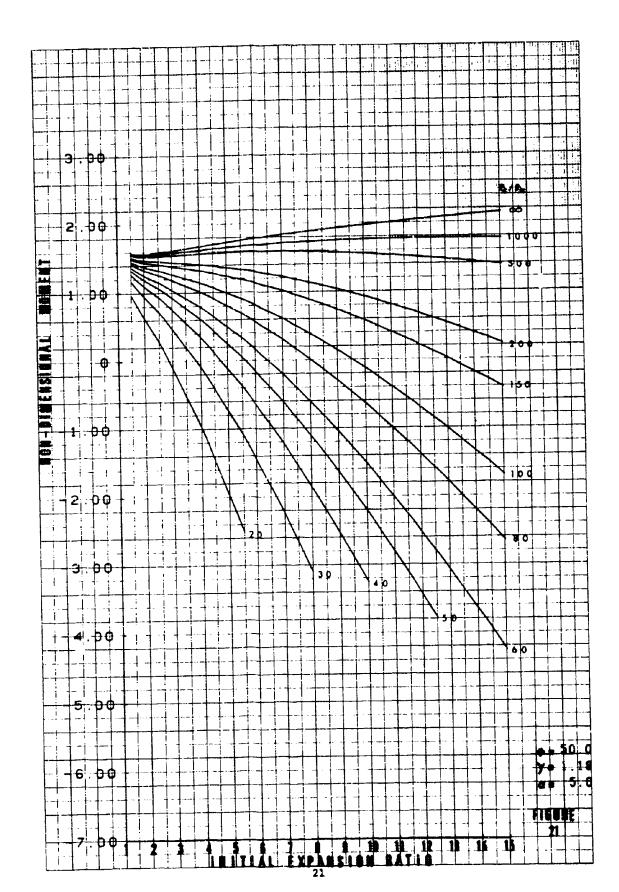






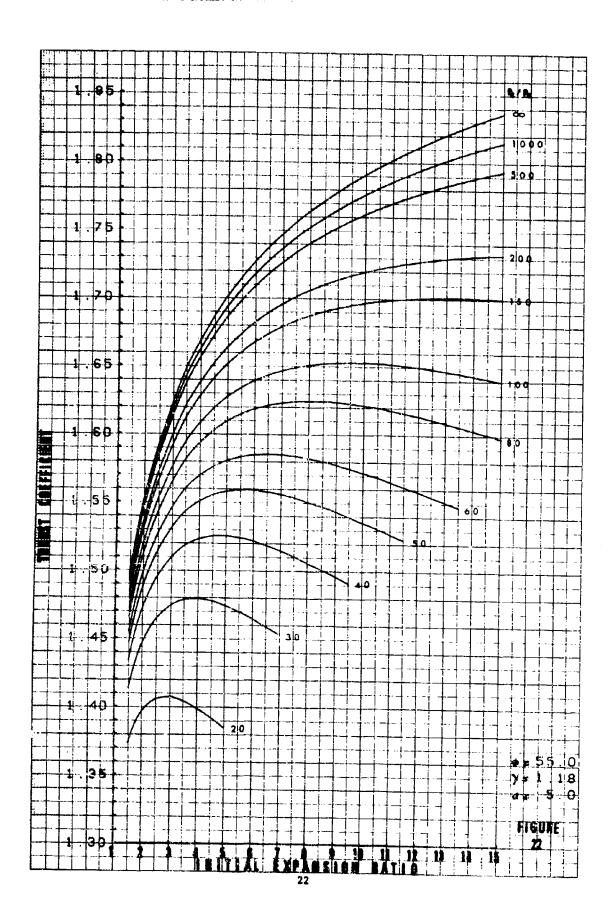




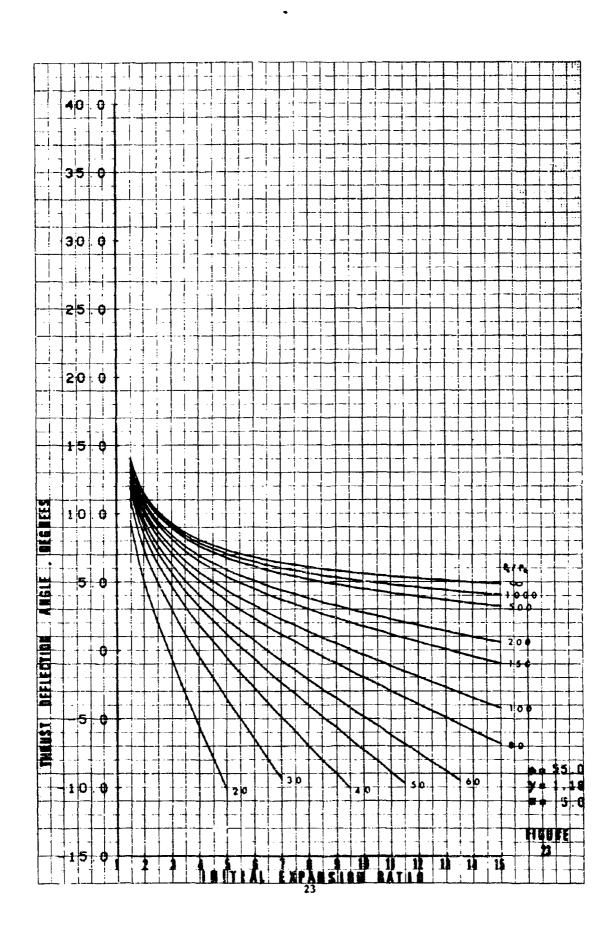


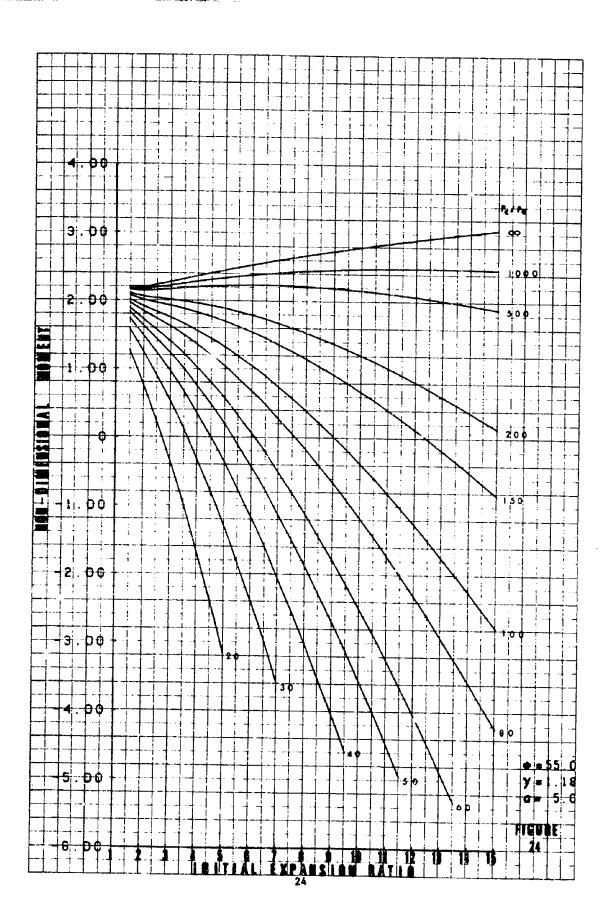
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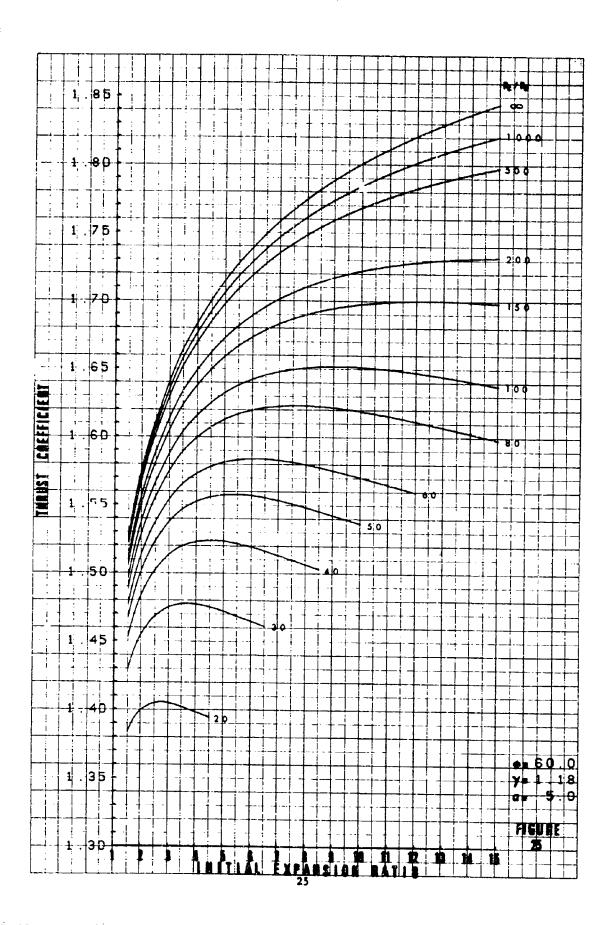
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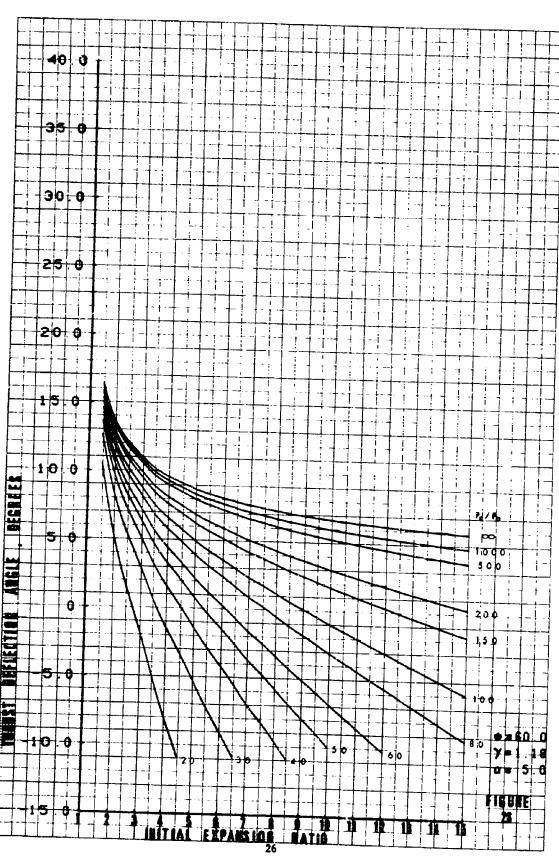


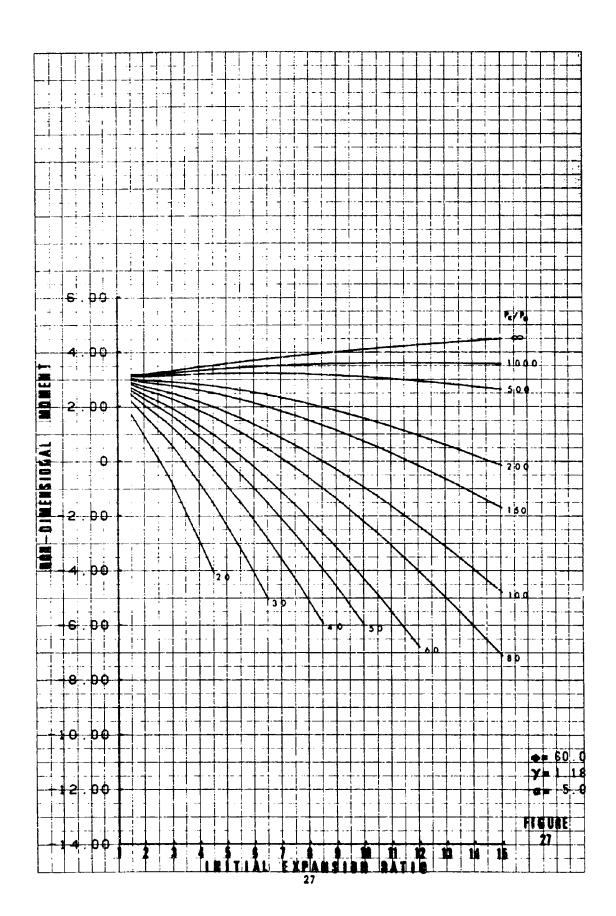
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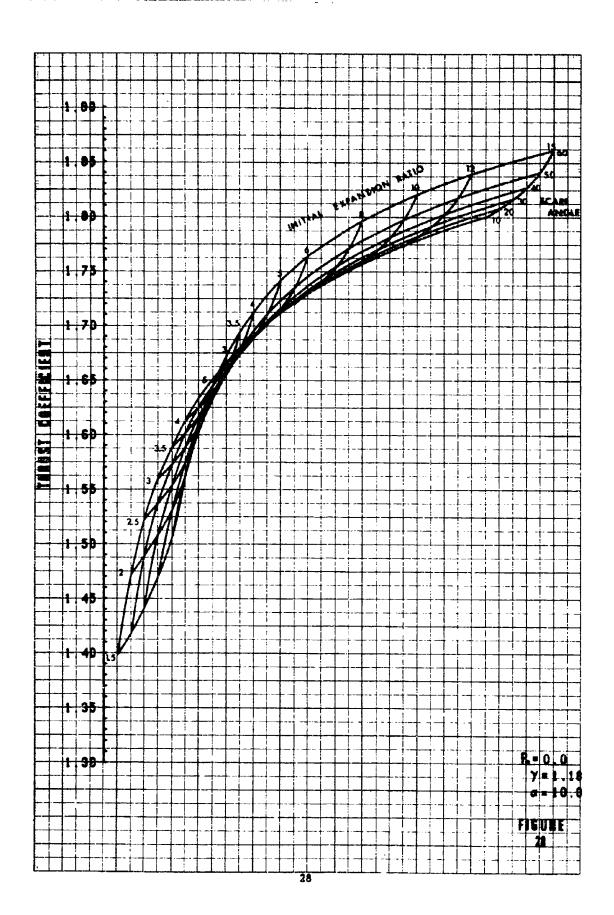






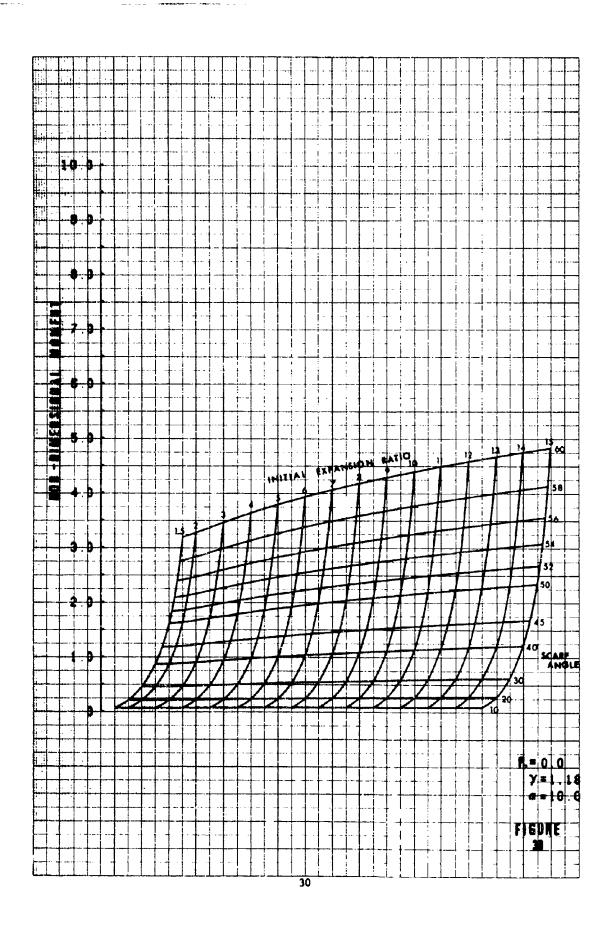


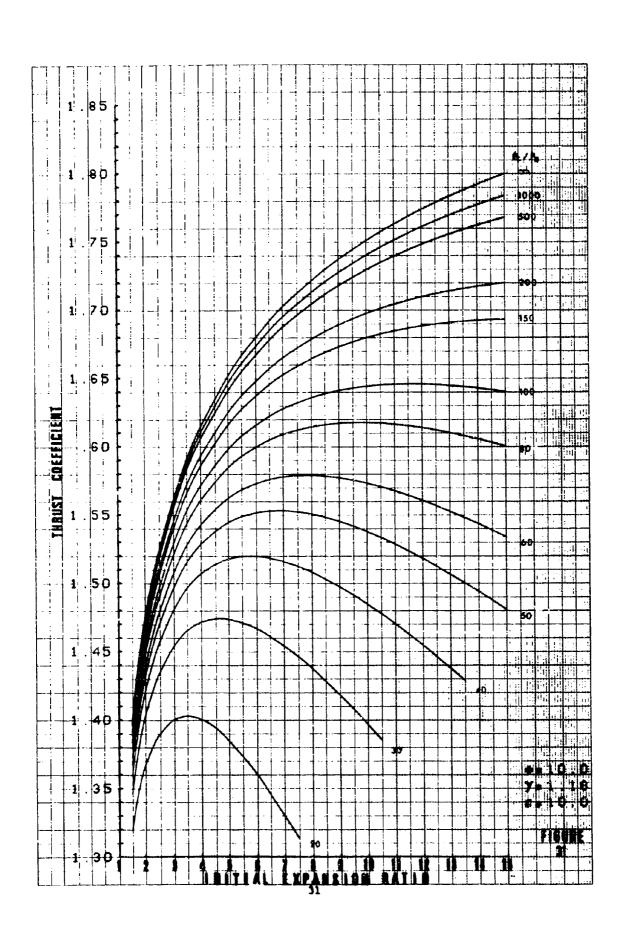


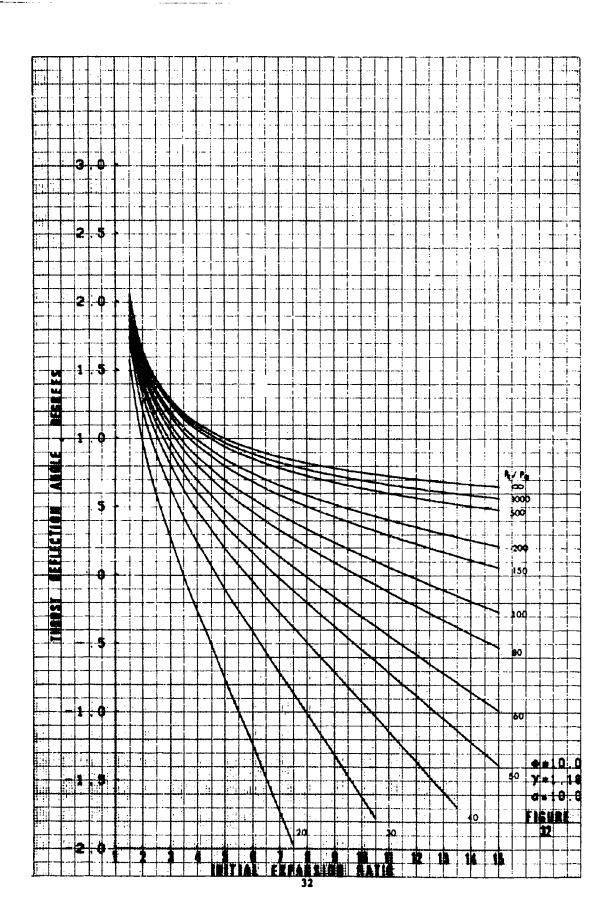


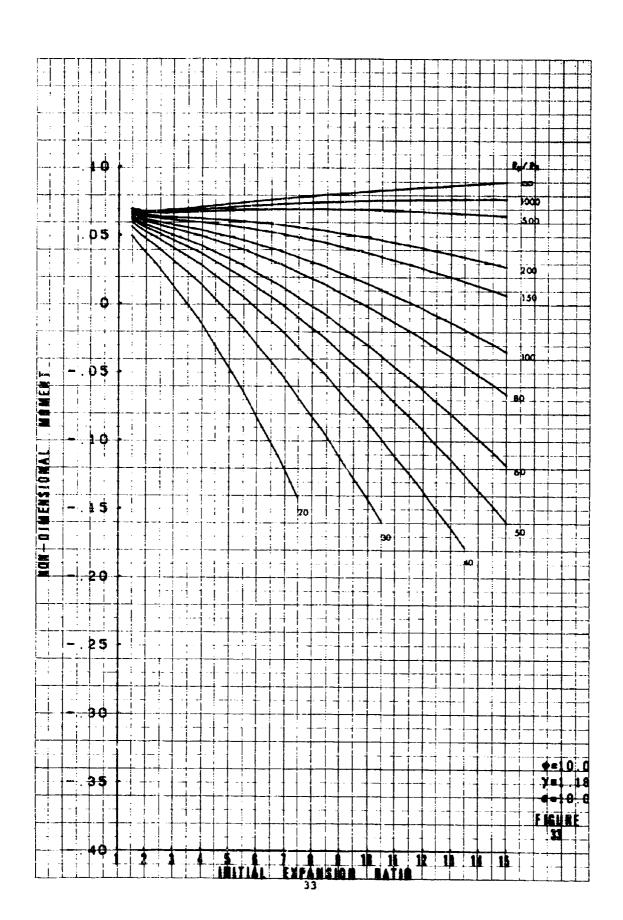
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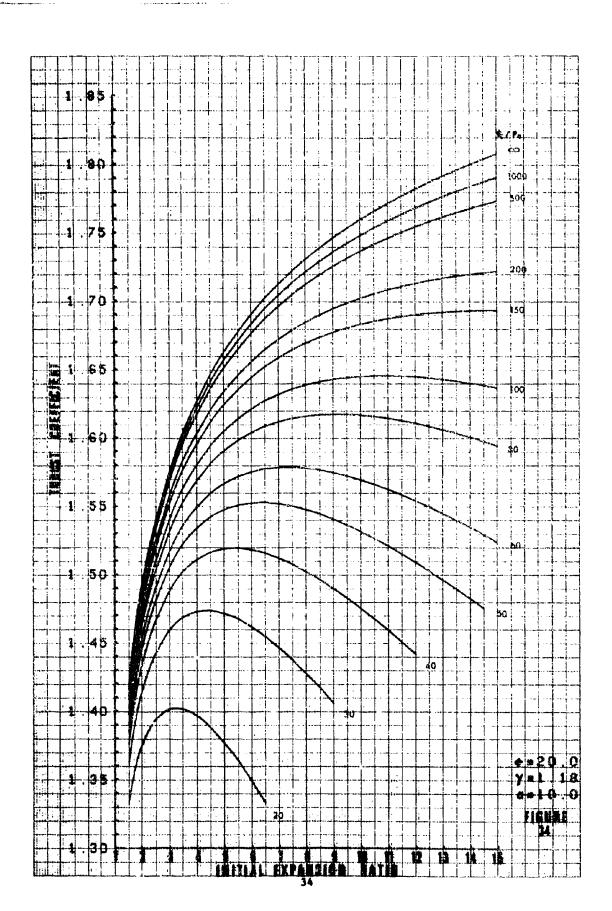
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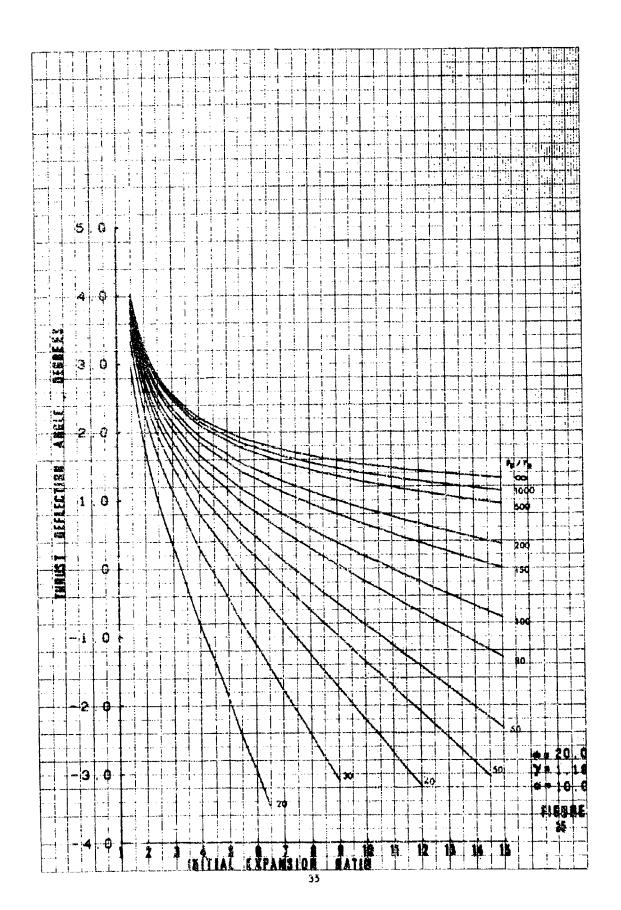


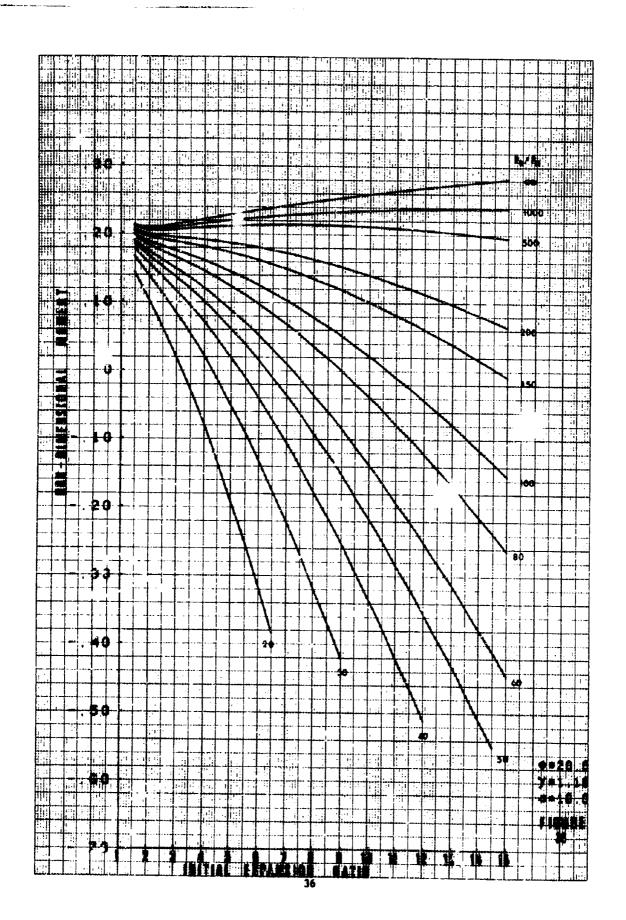


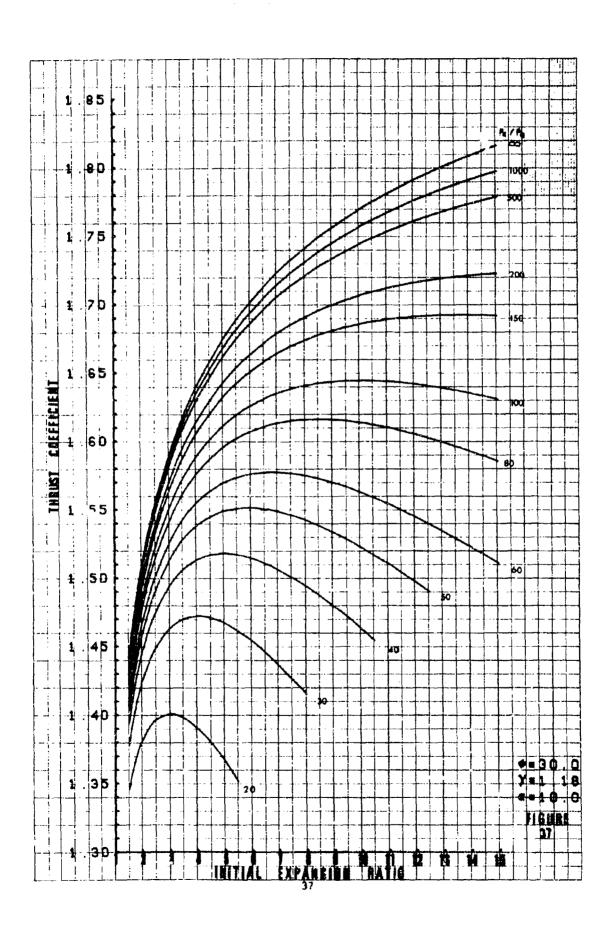




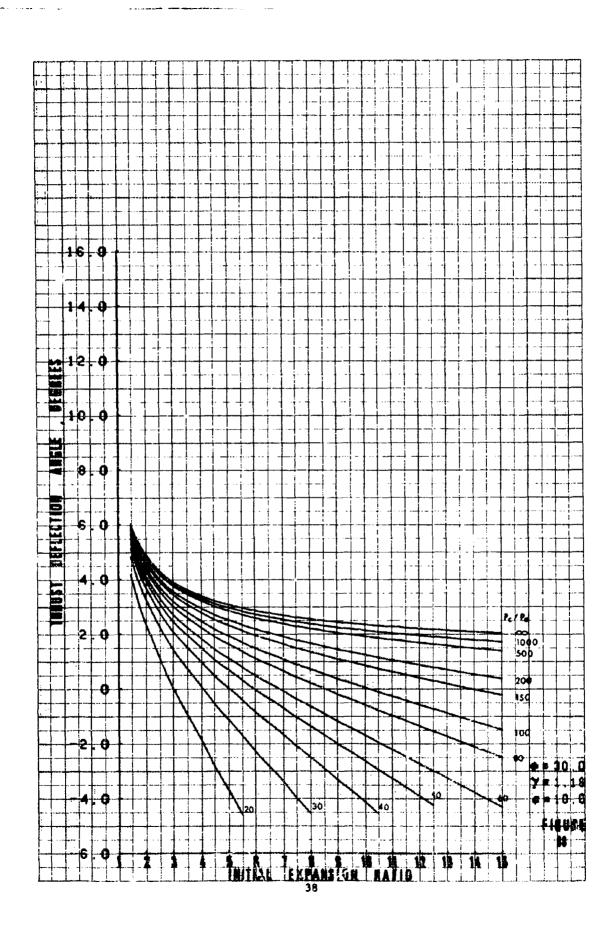


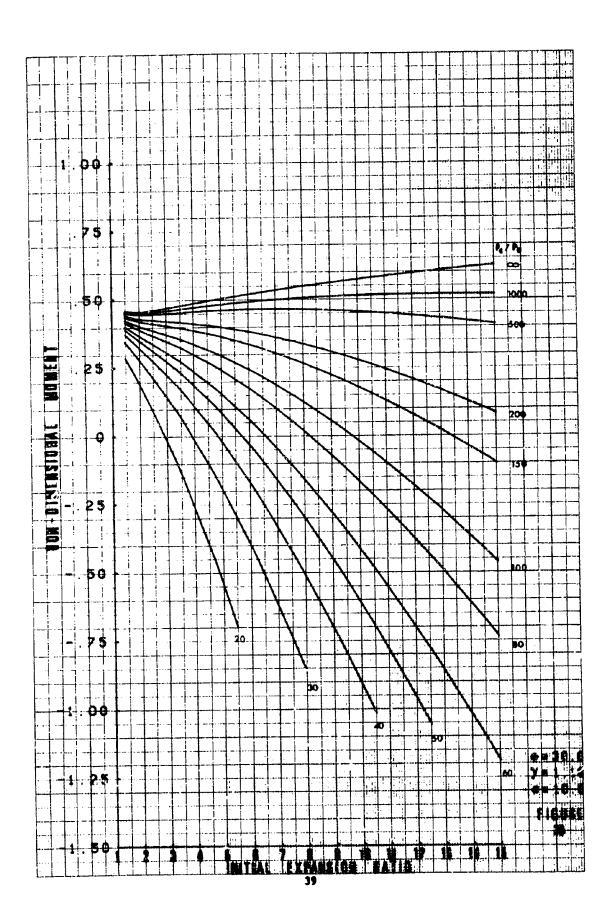




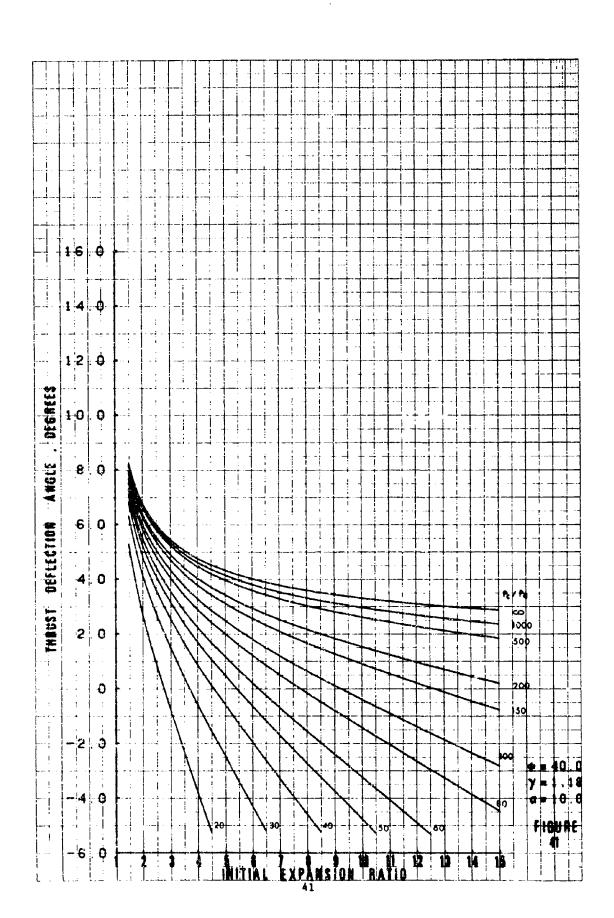


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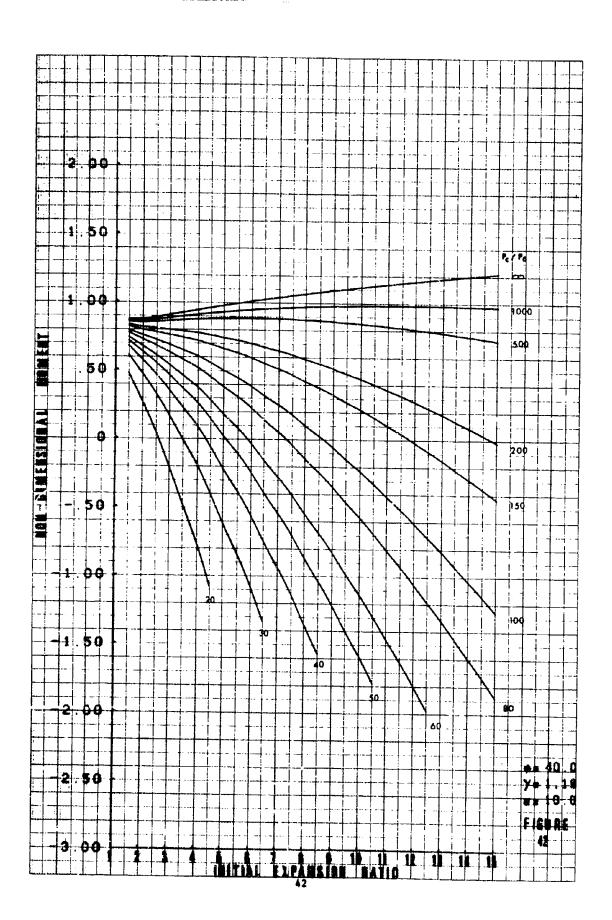


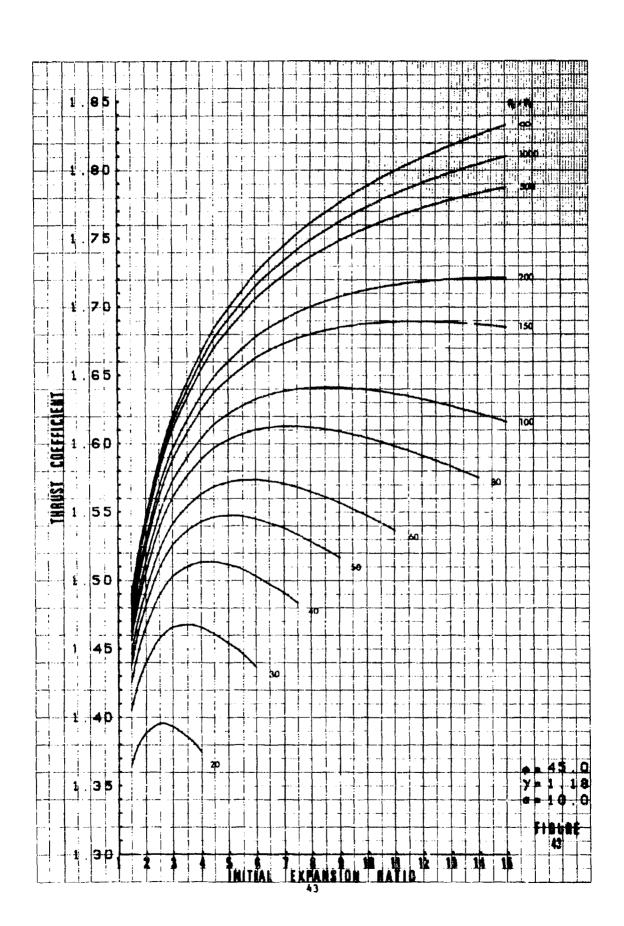


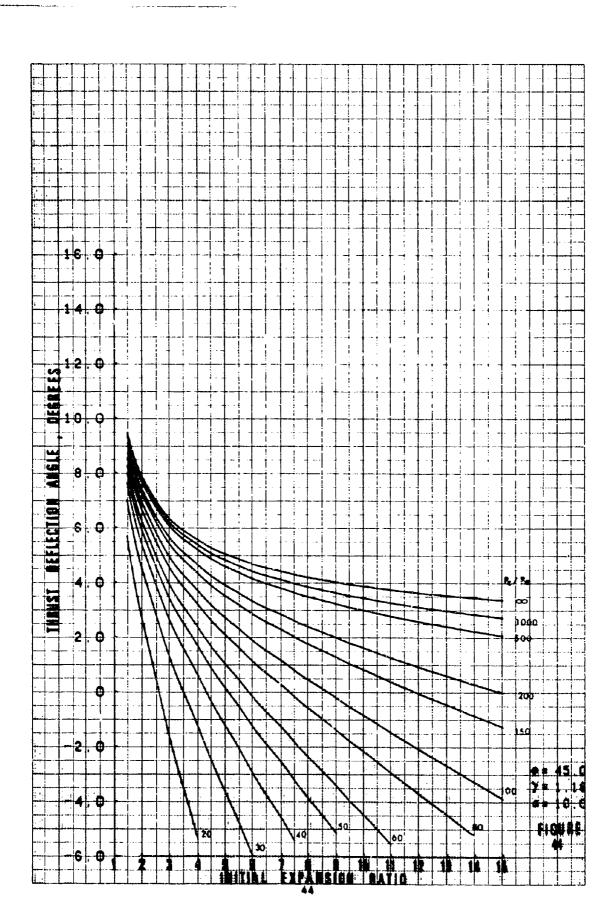
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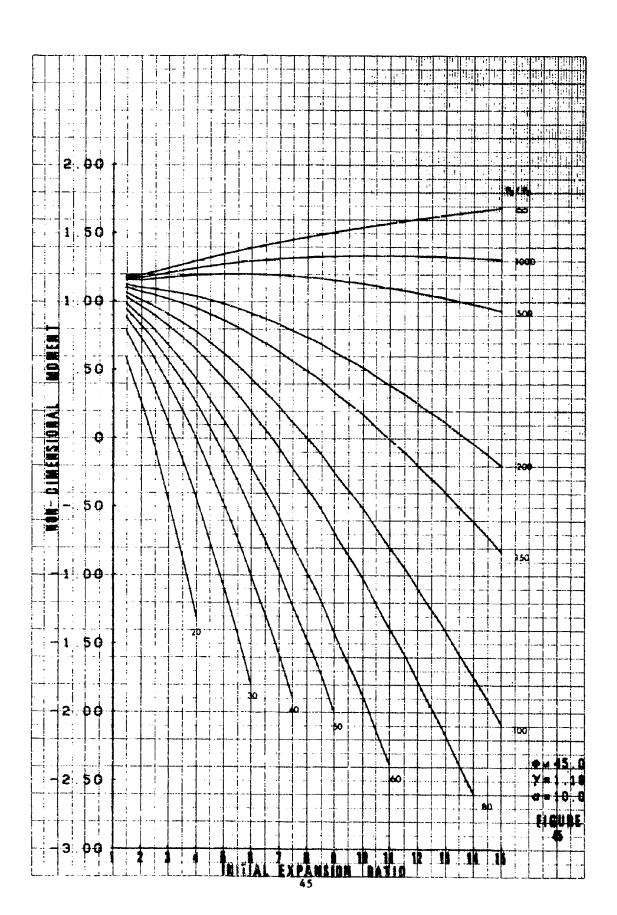


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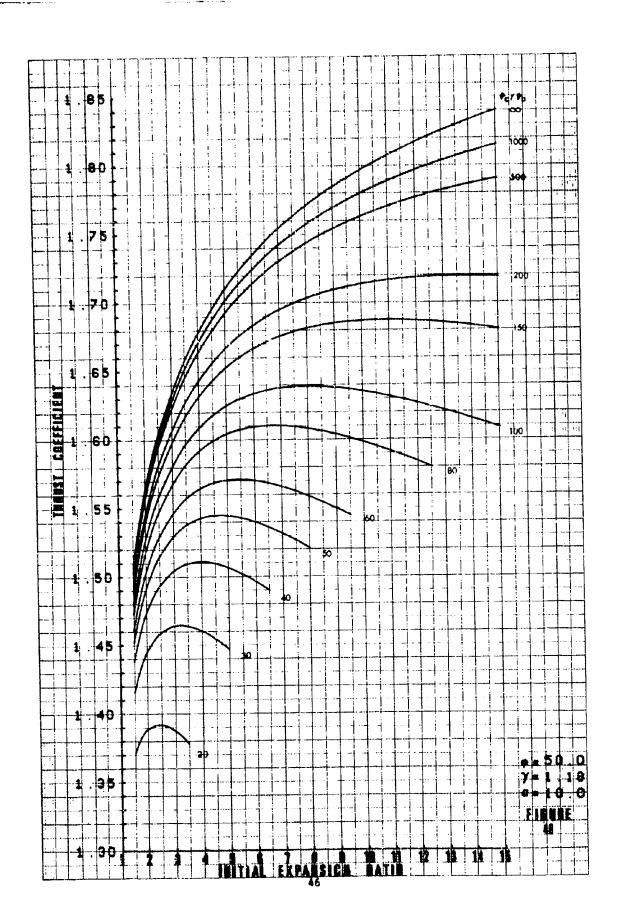


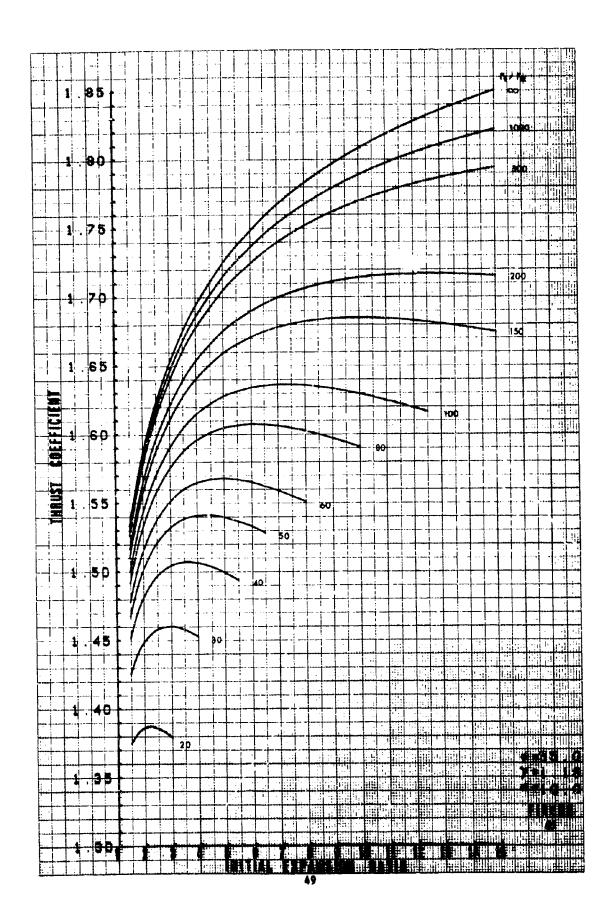




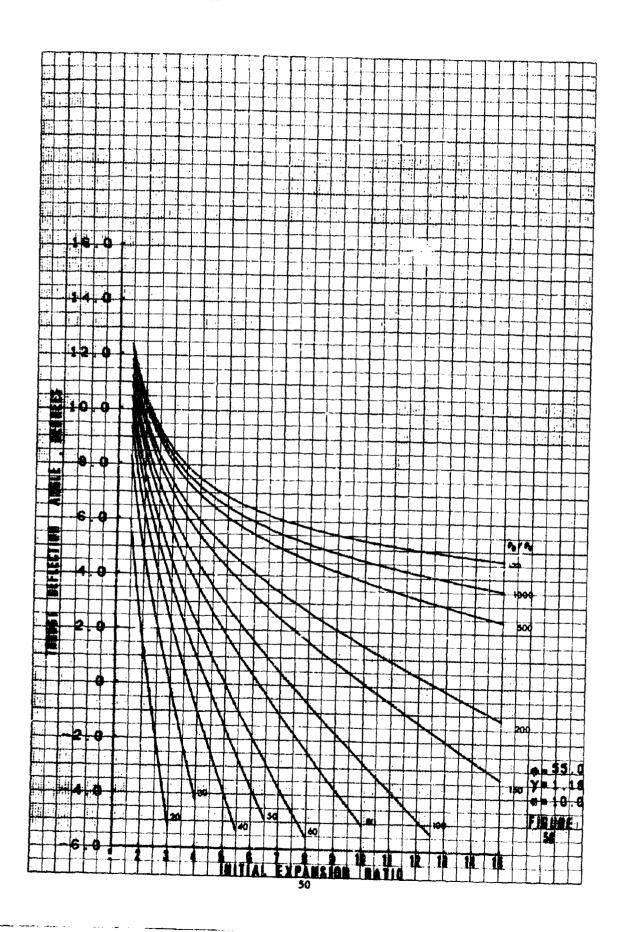


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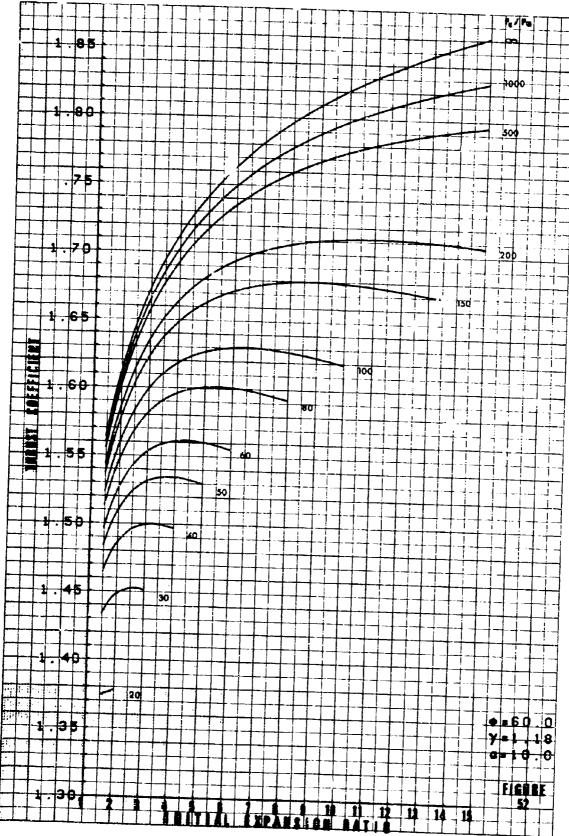


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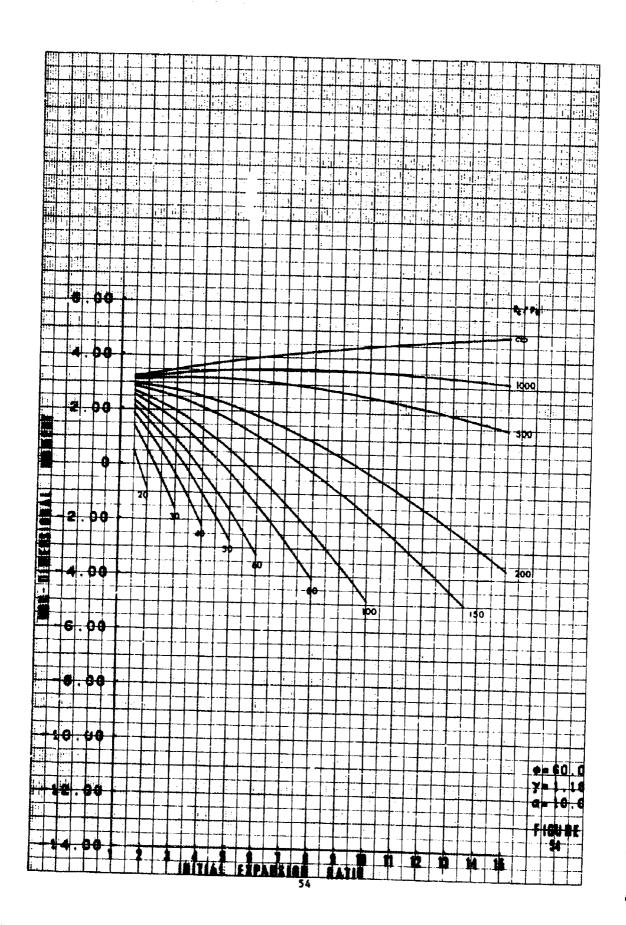
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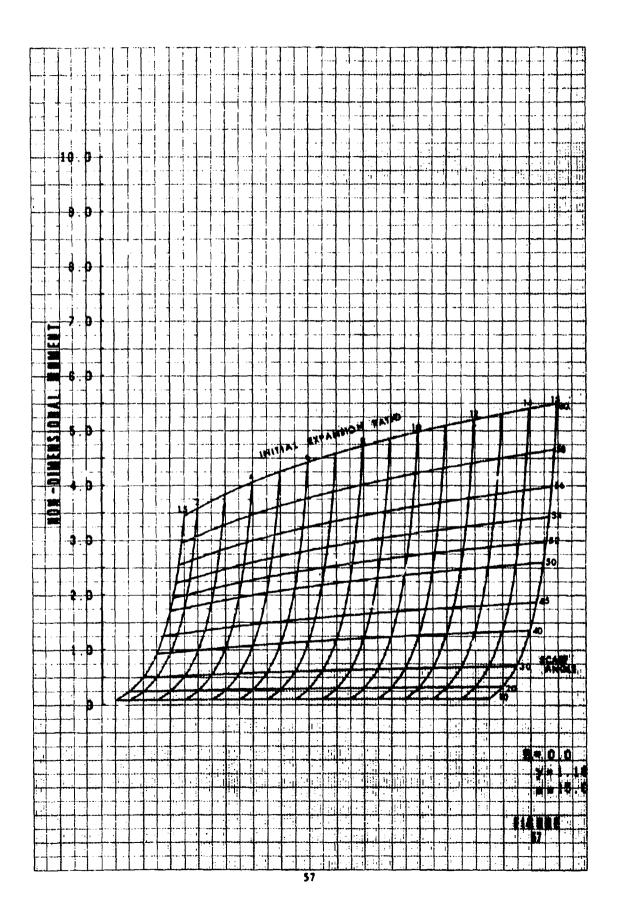
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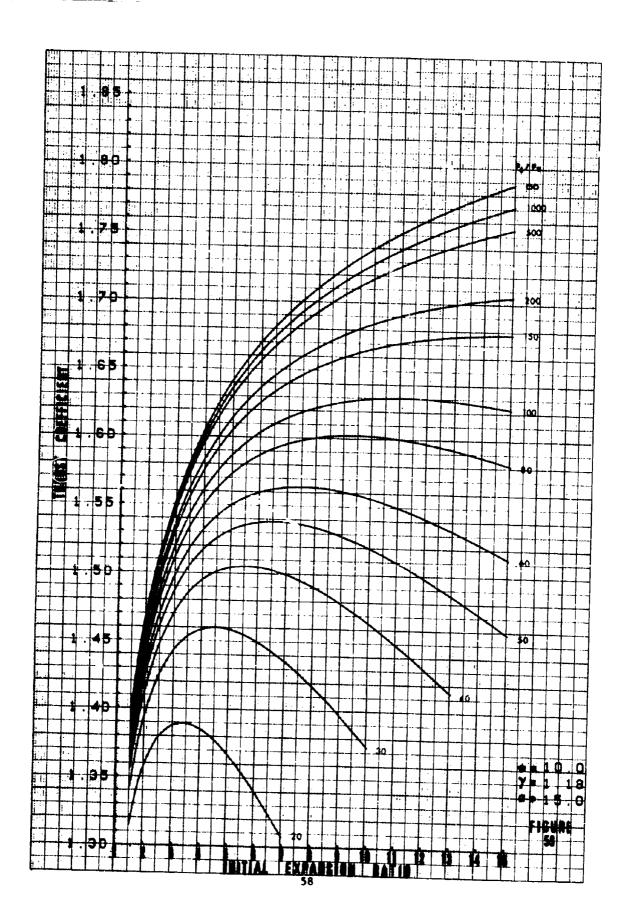


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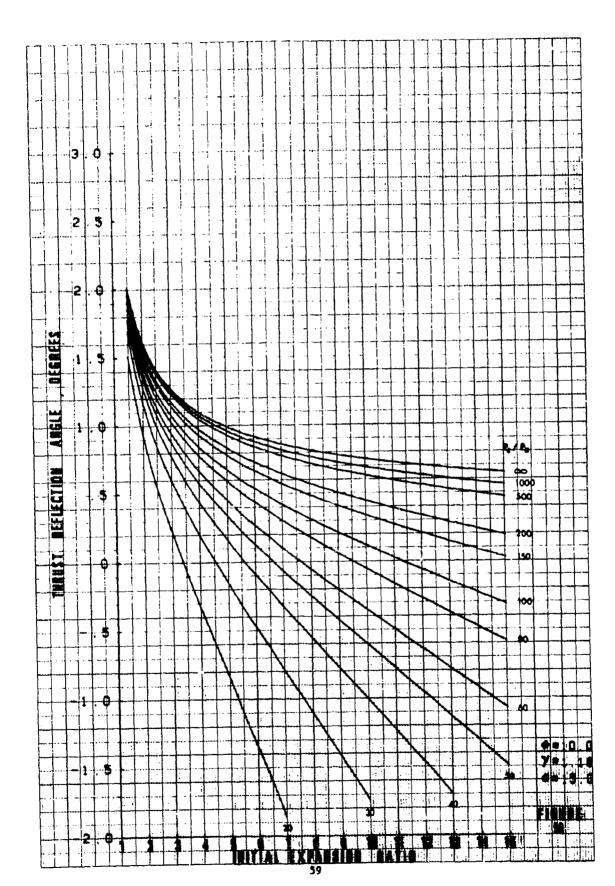
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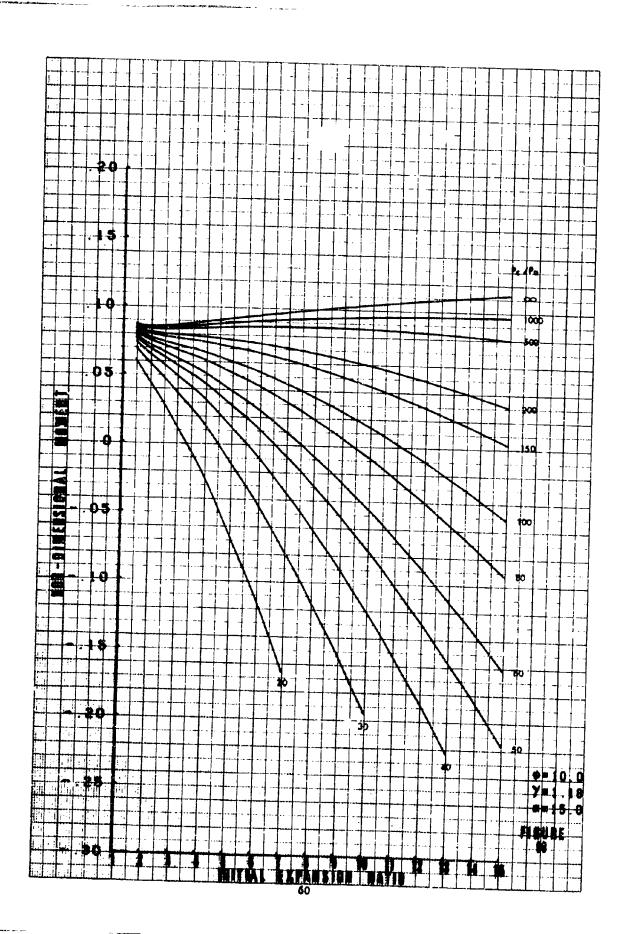
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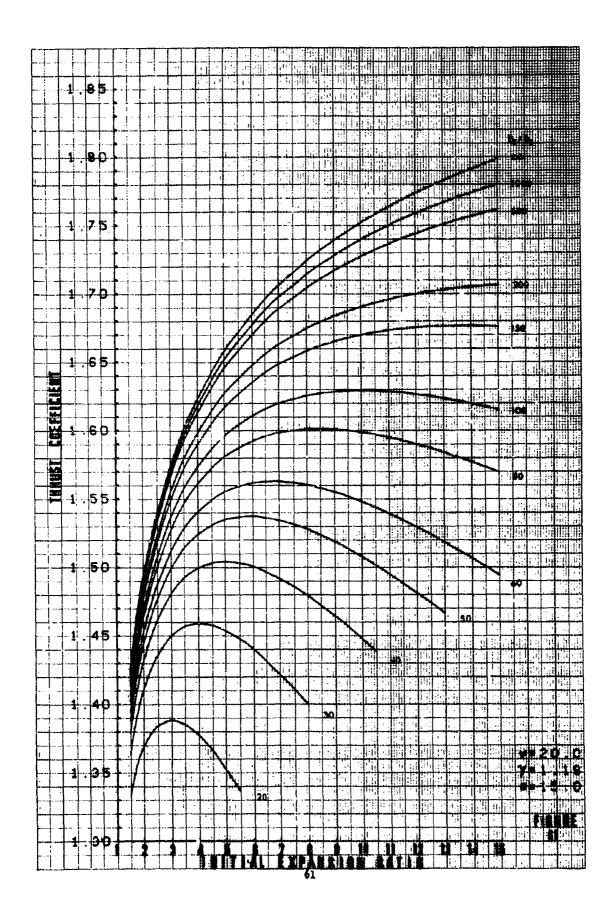




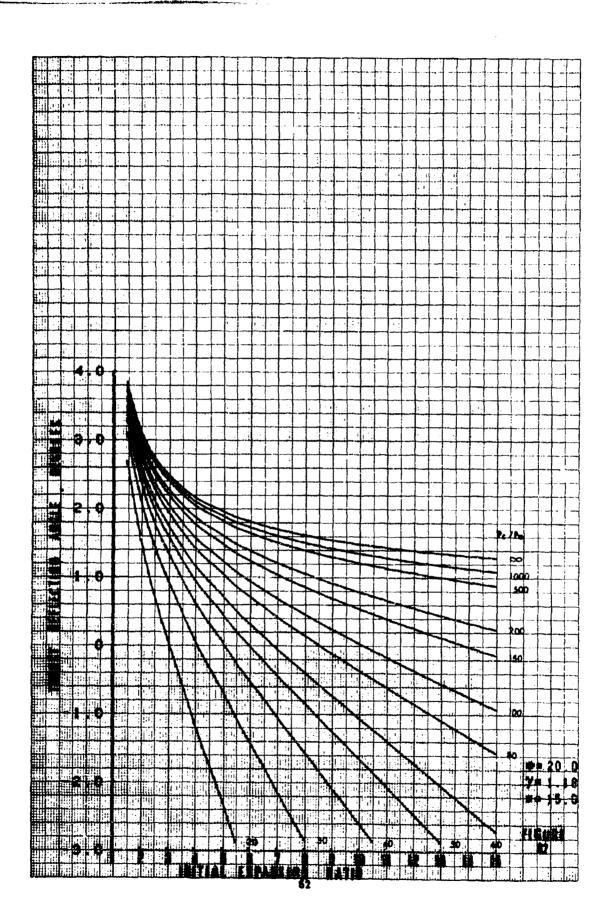
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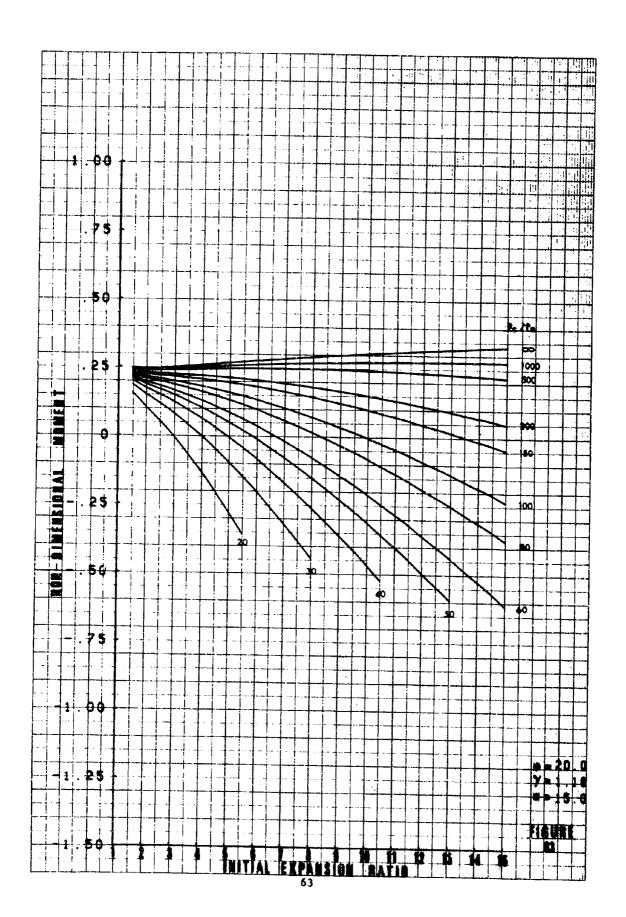


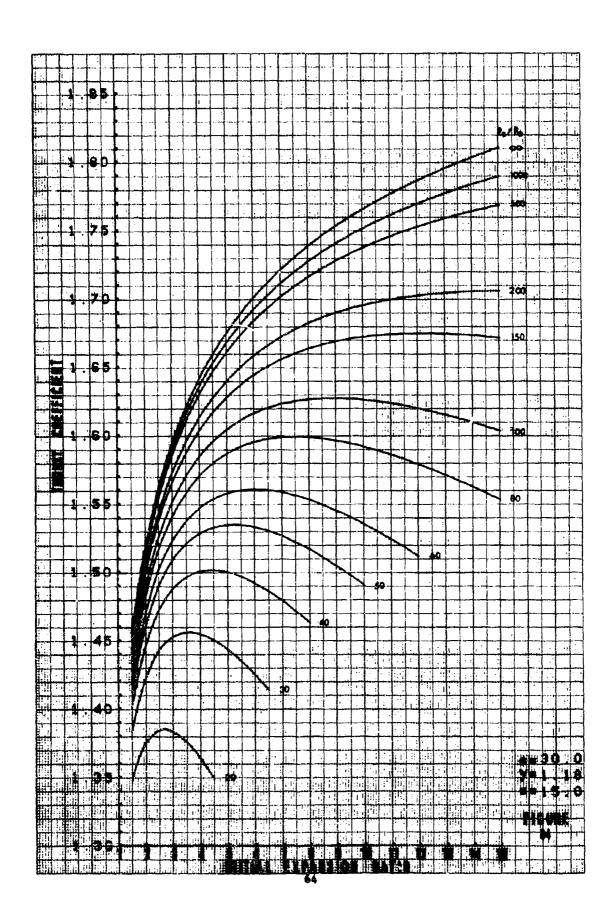


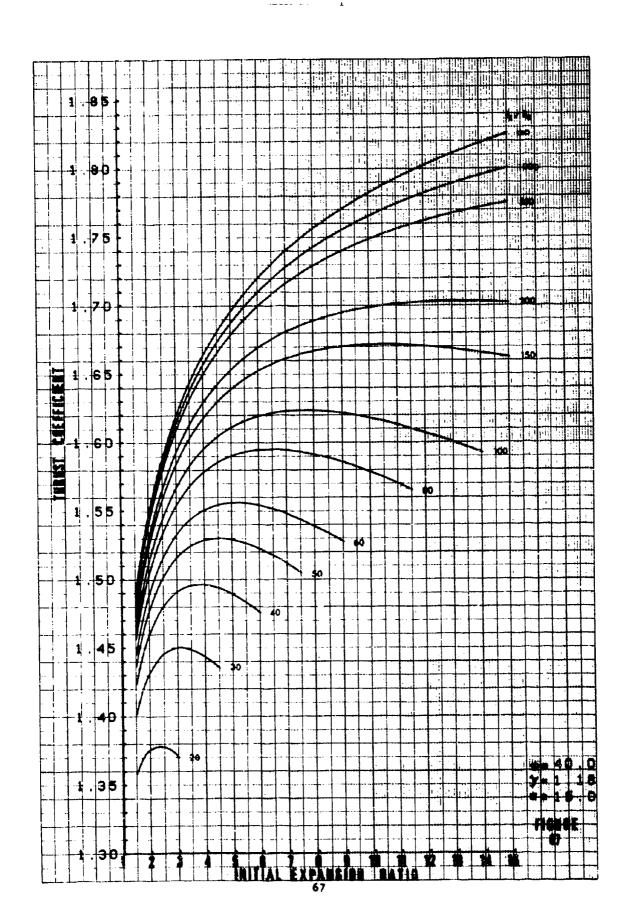


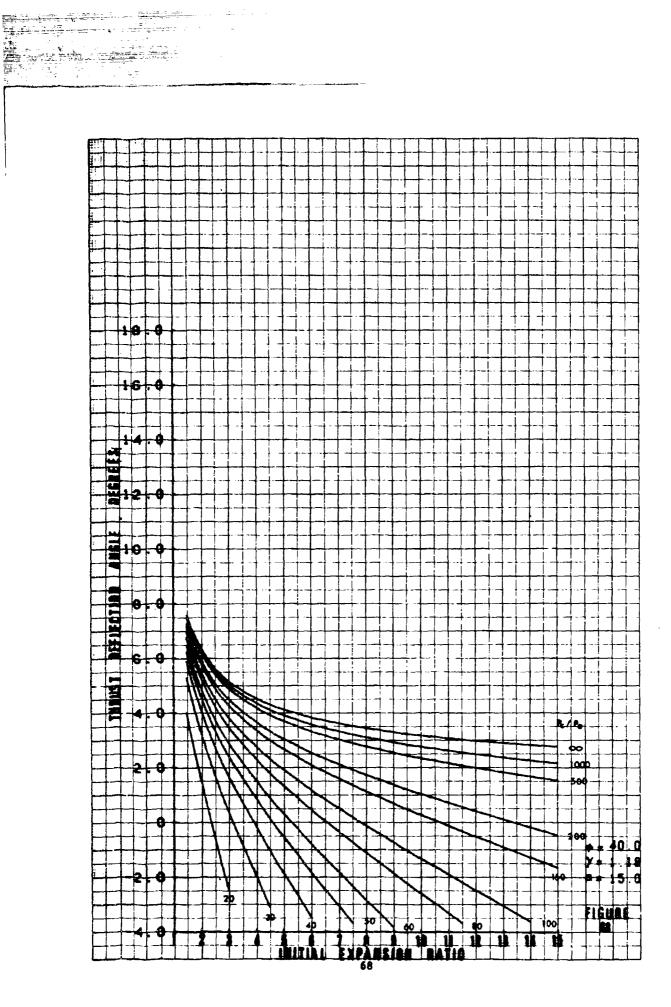
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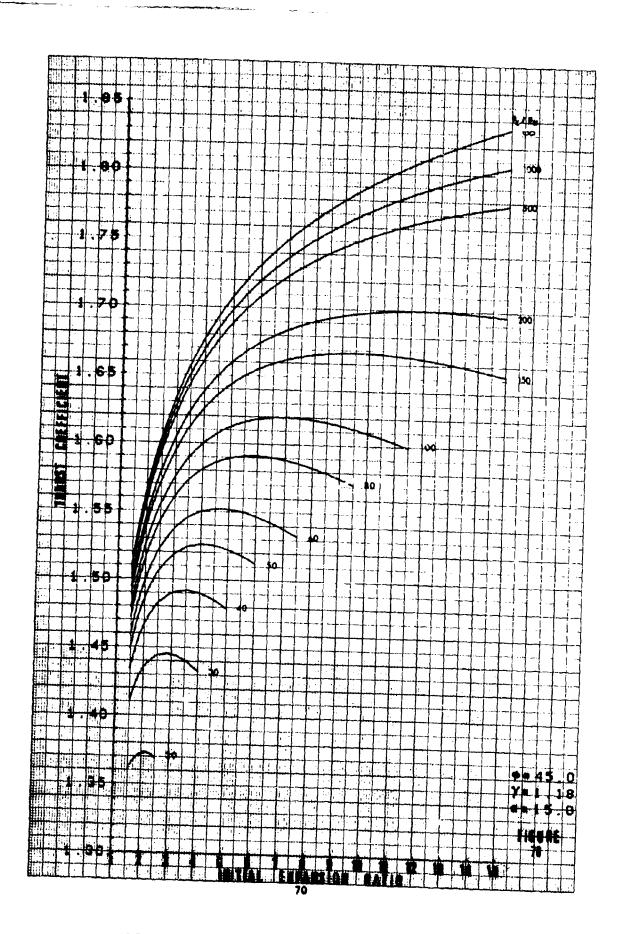


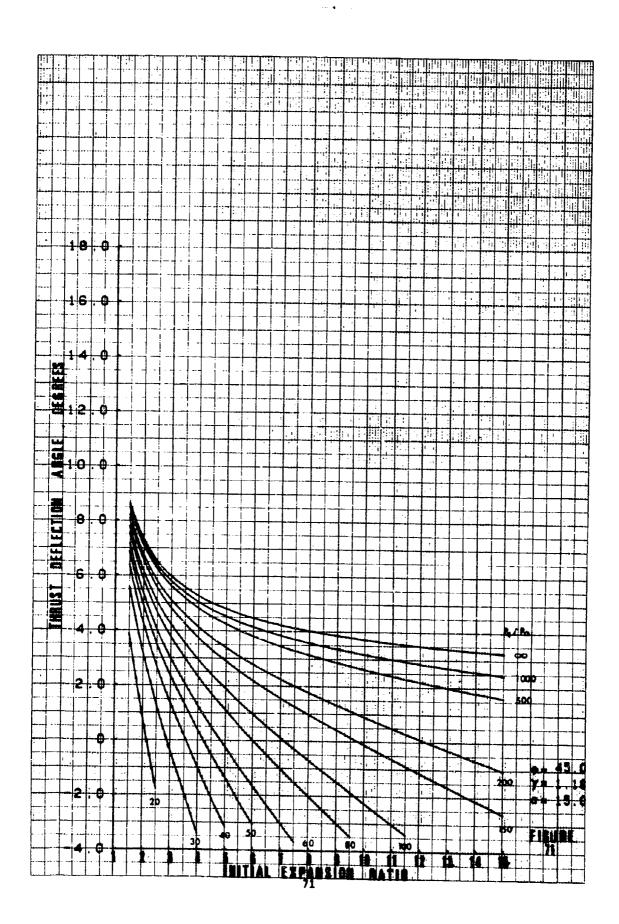






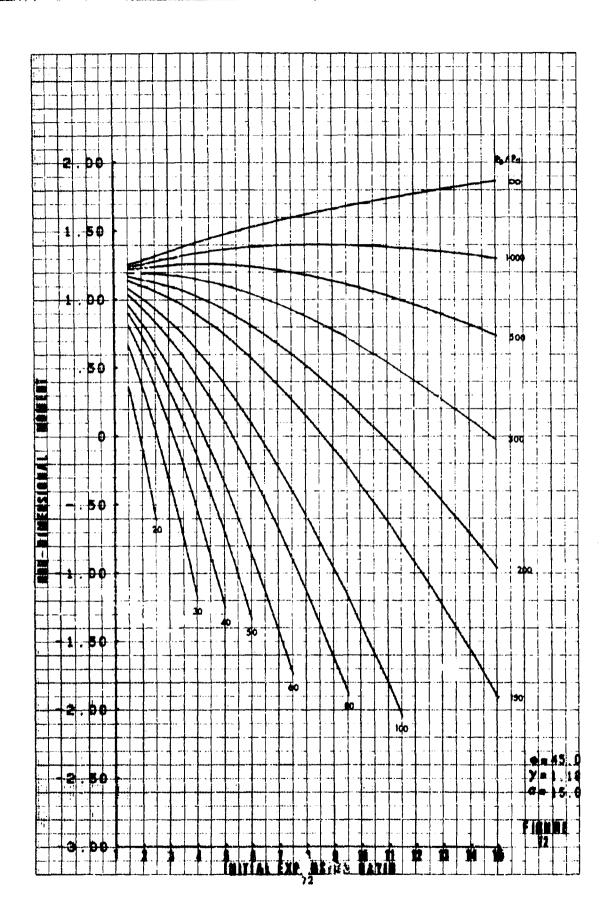
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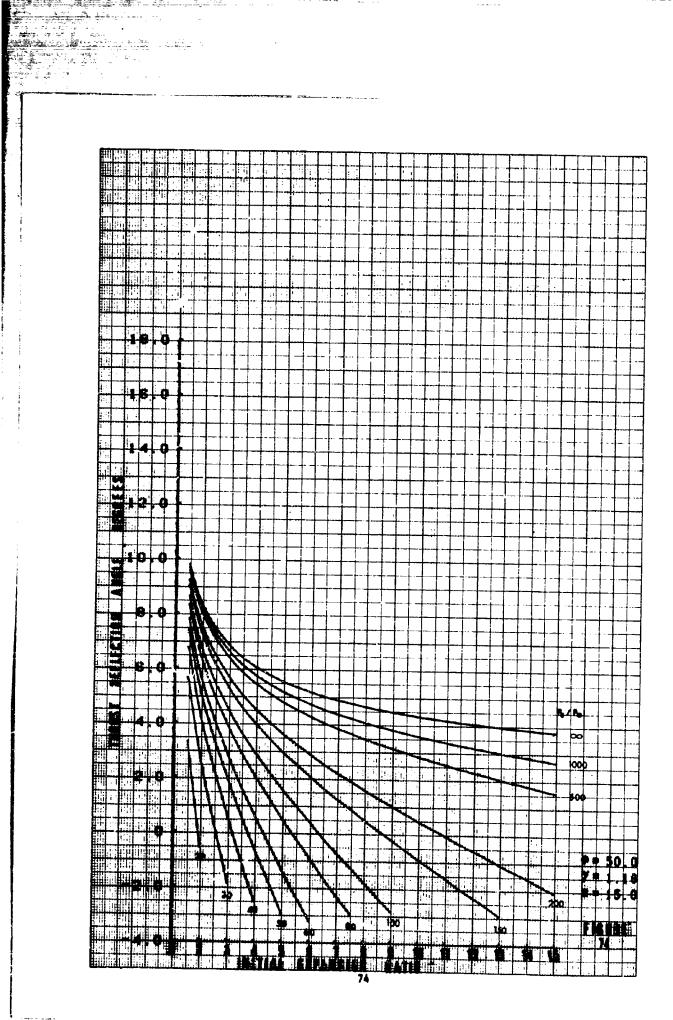


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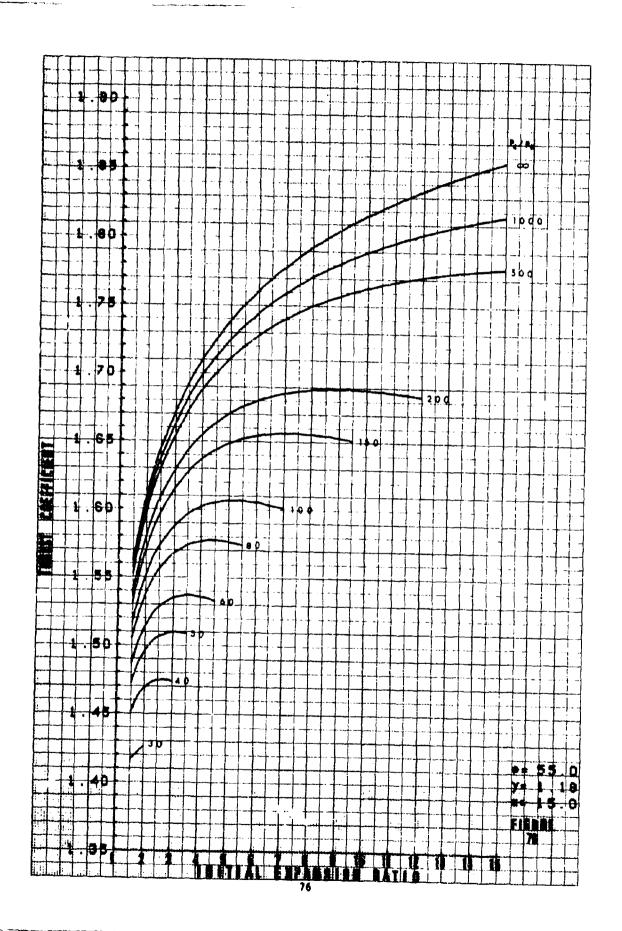


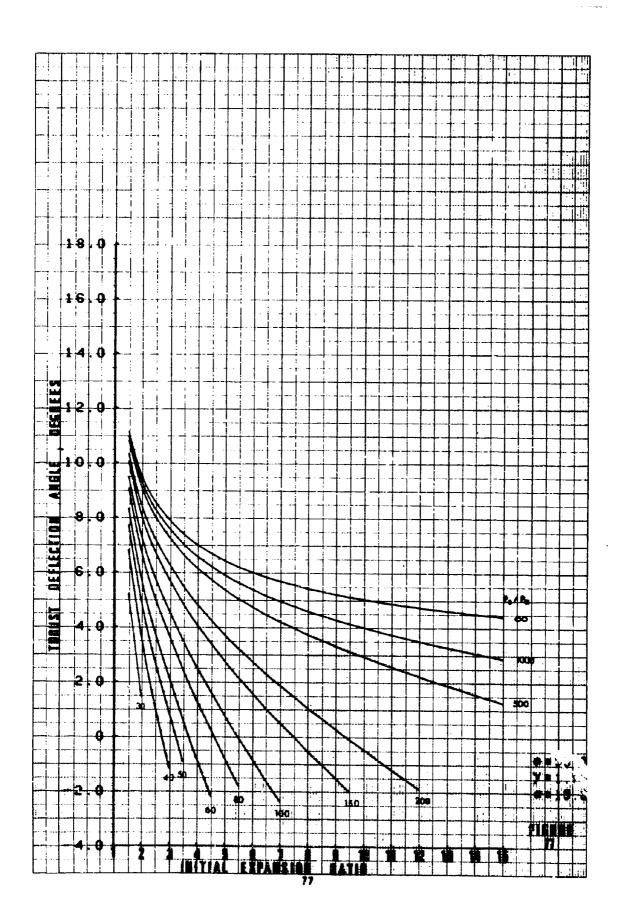
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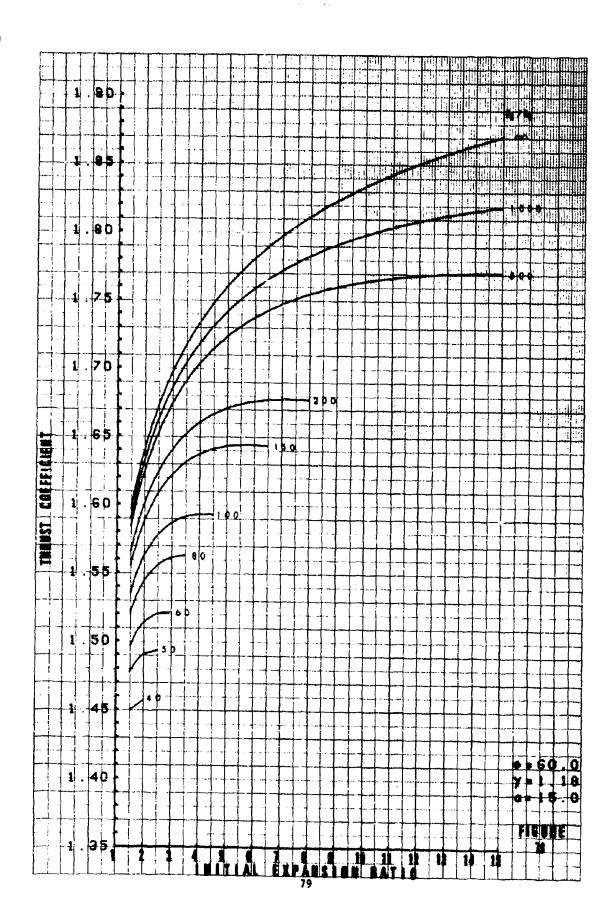
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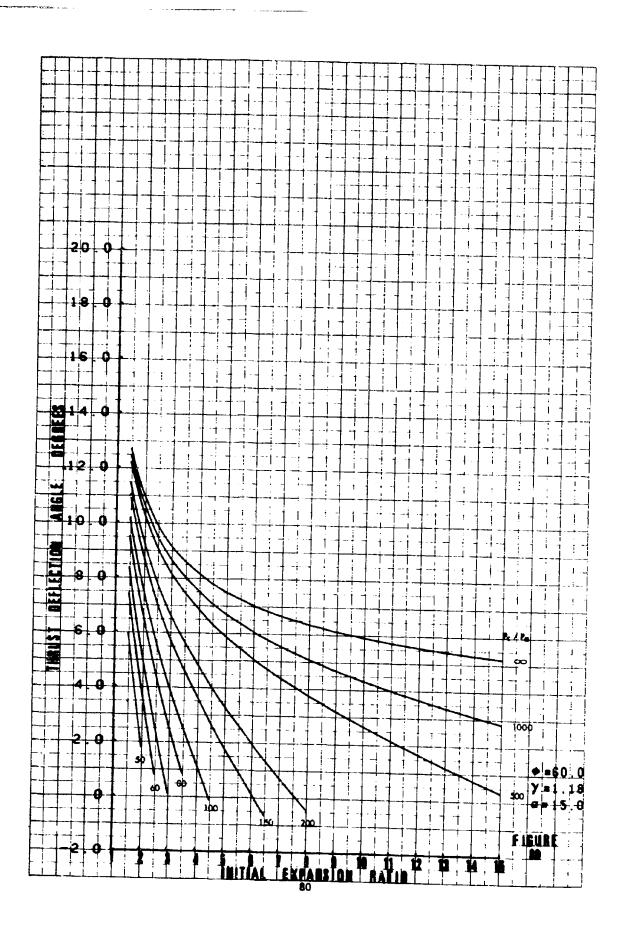
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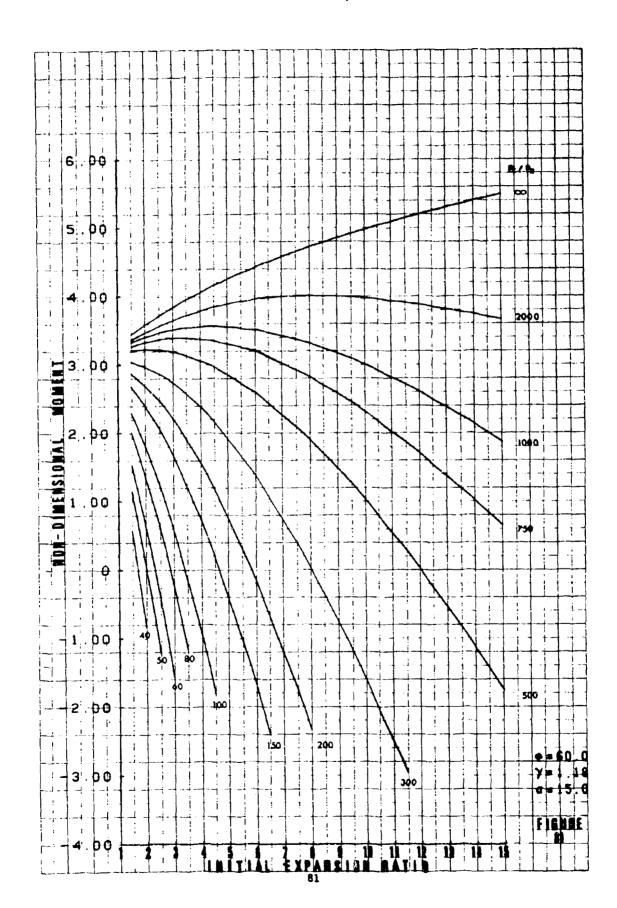


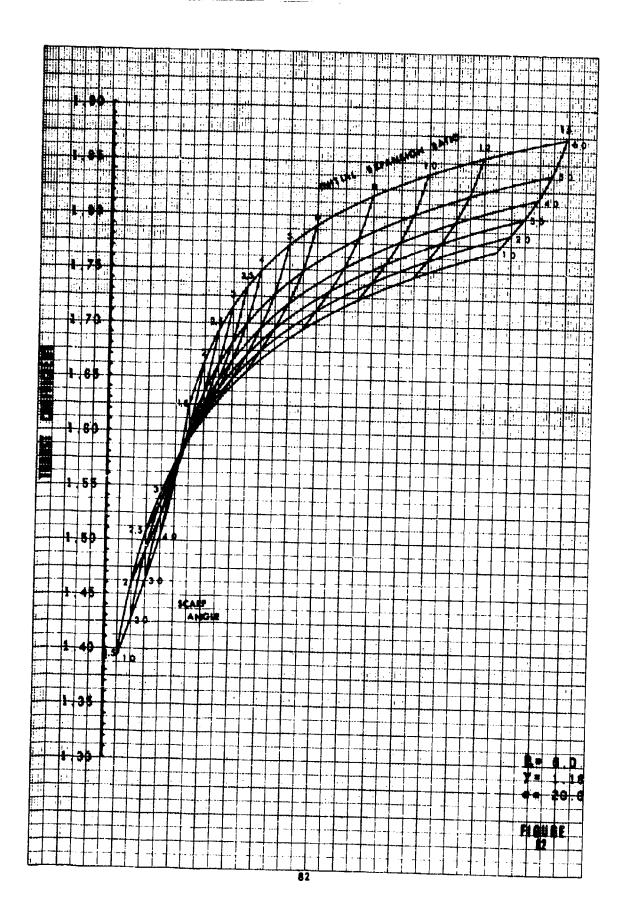


e. Santabatan ji tigan Busaya Tanan









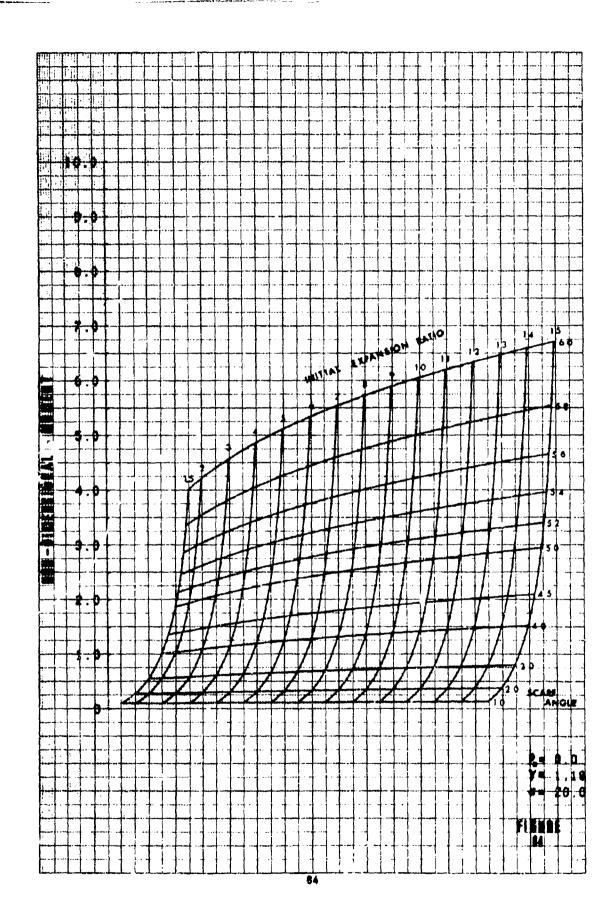
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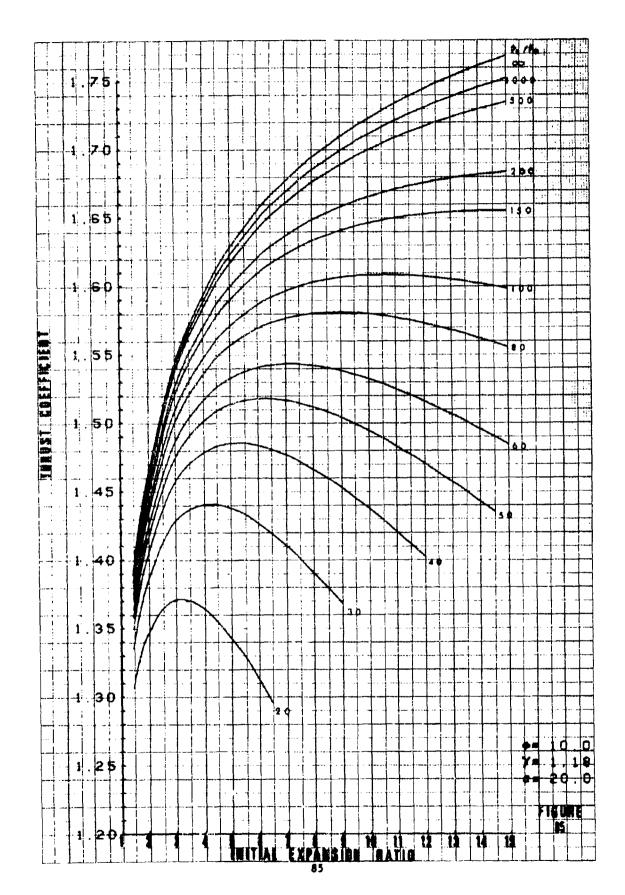
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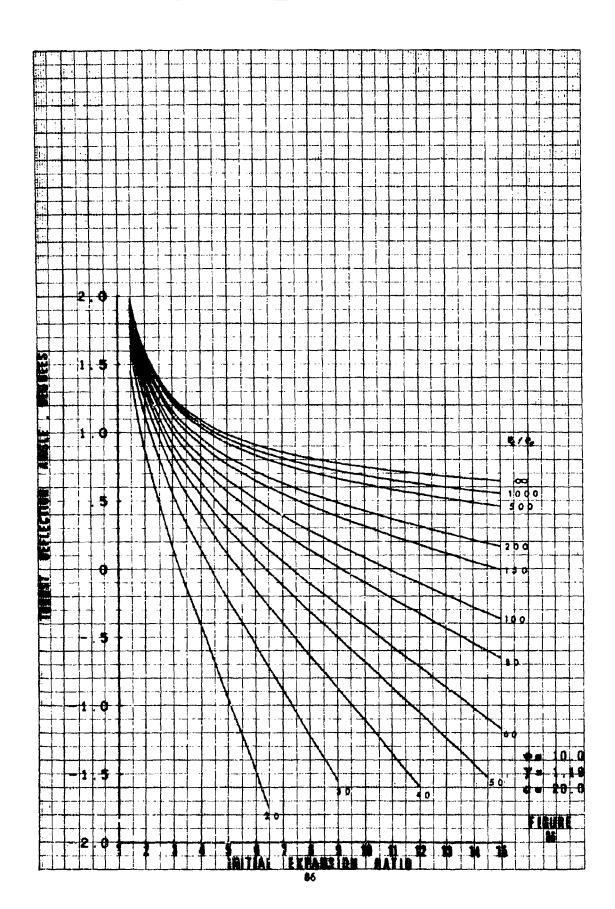
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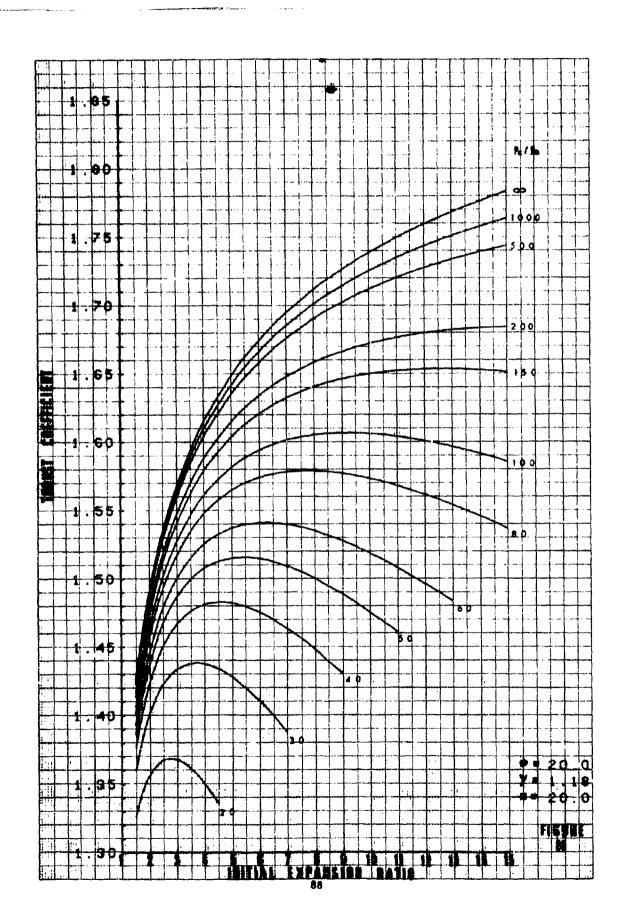
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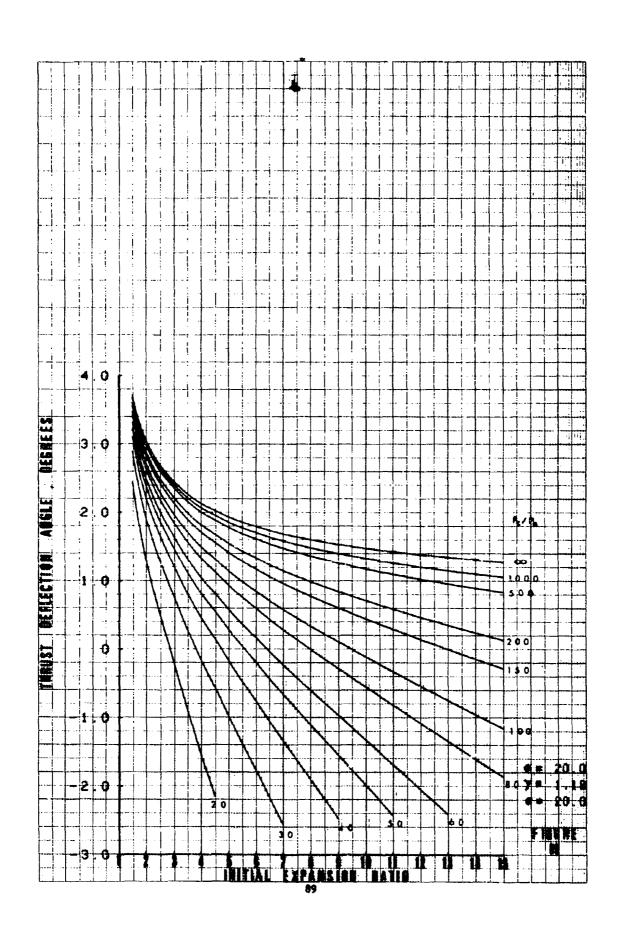
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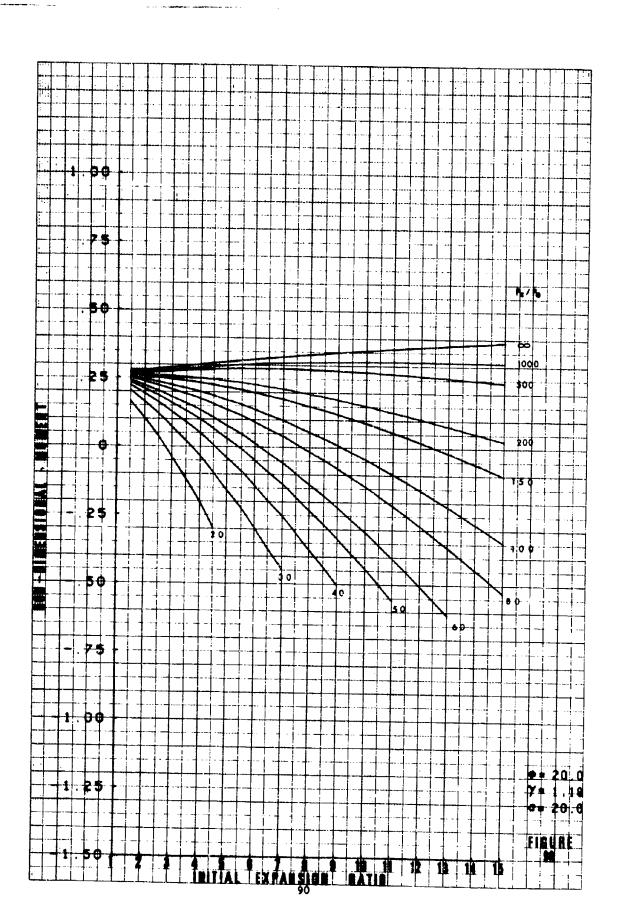


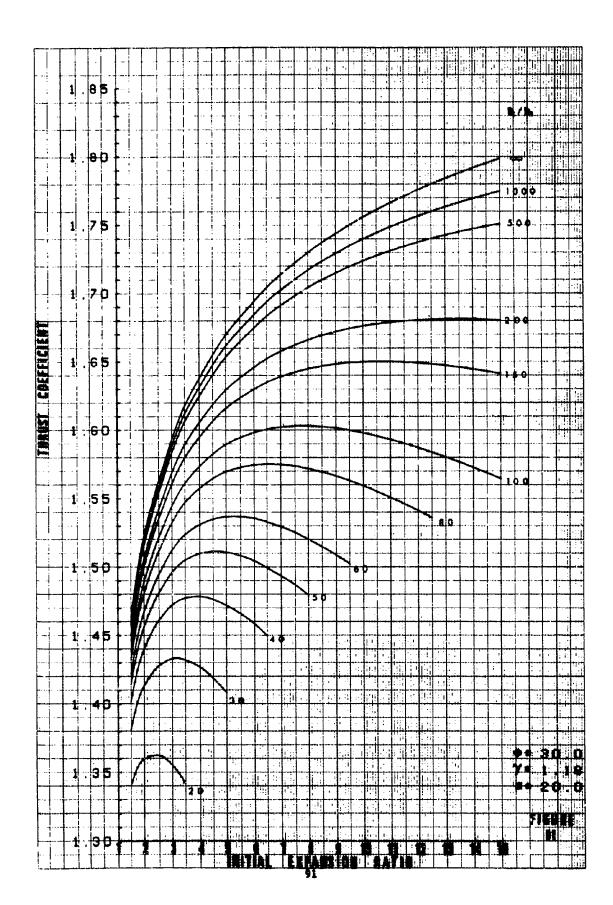


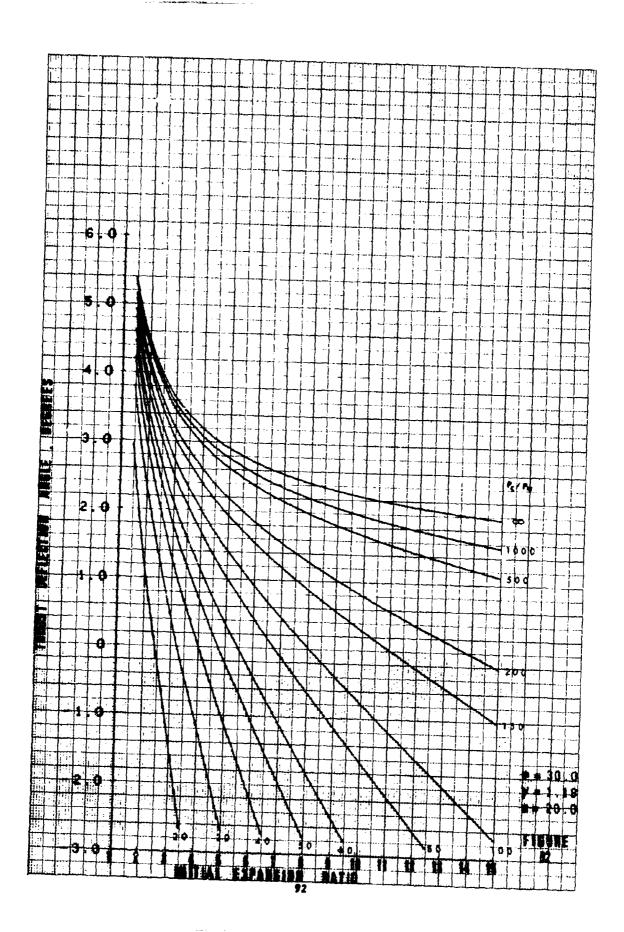




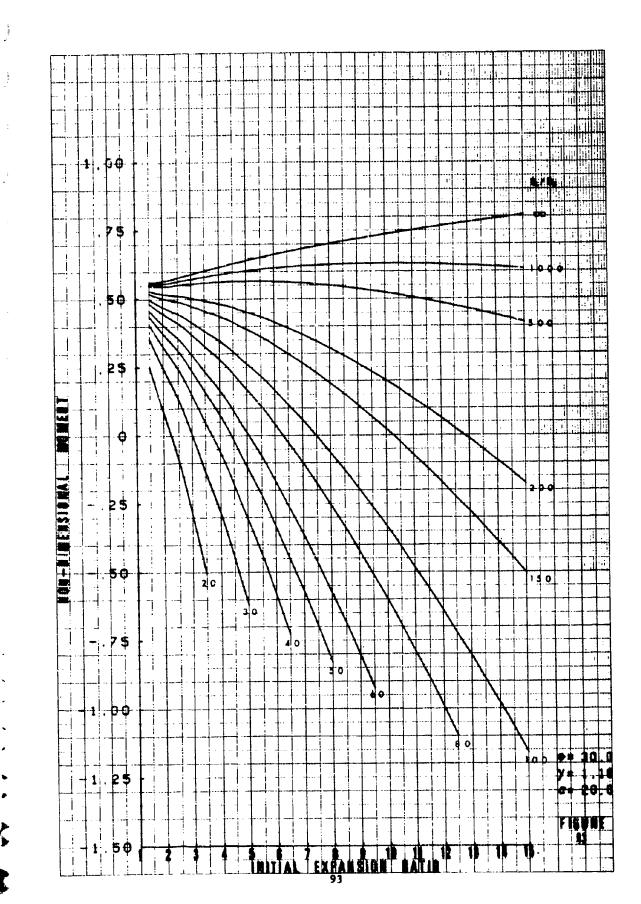




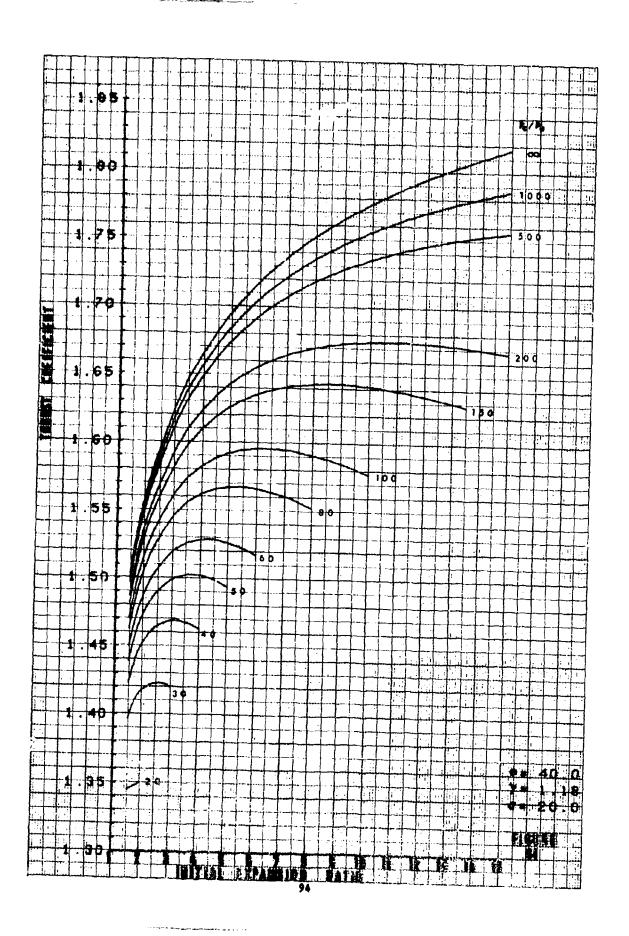




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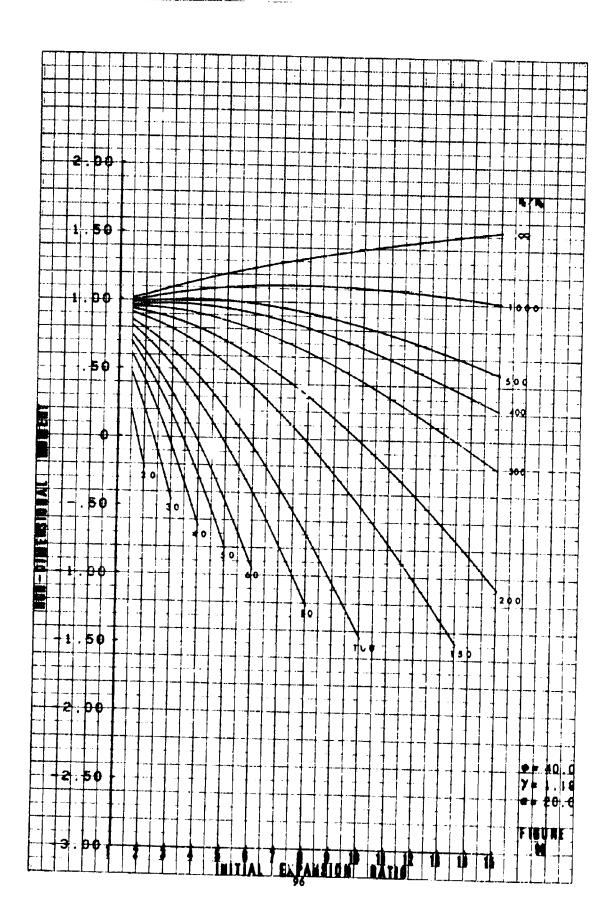


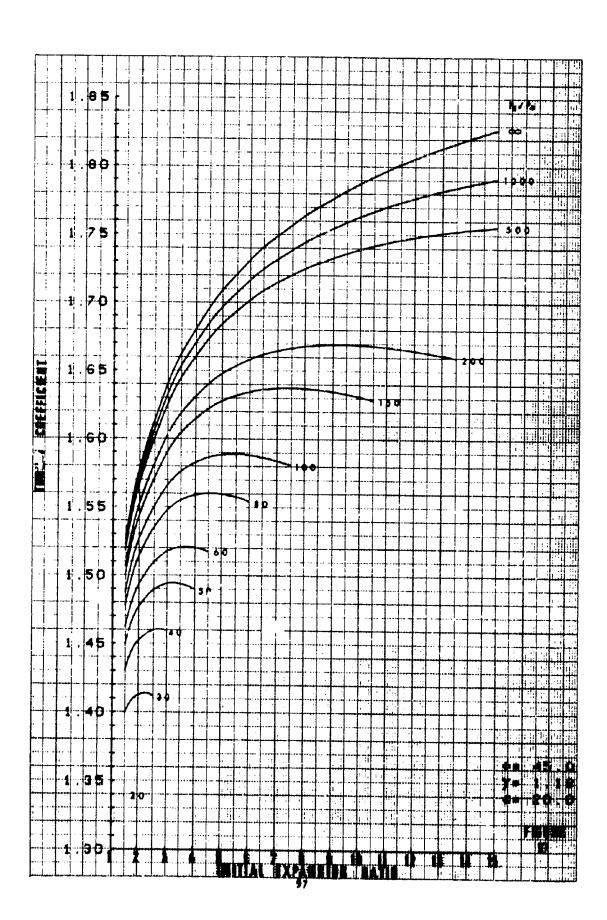
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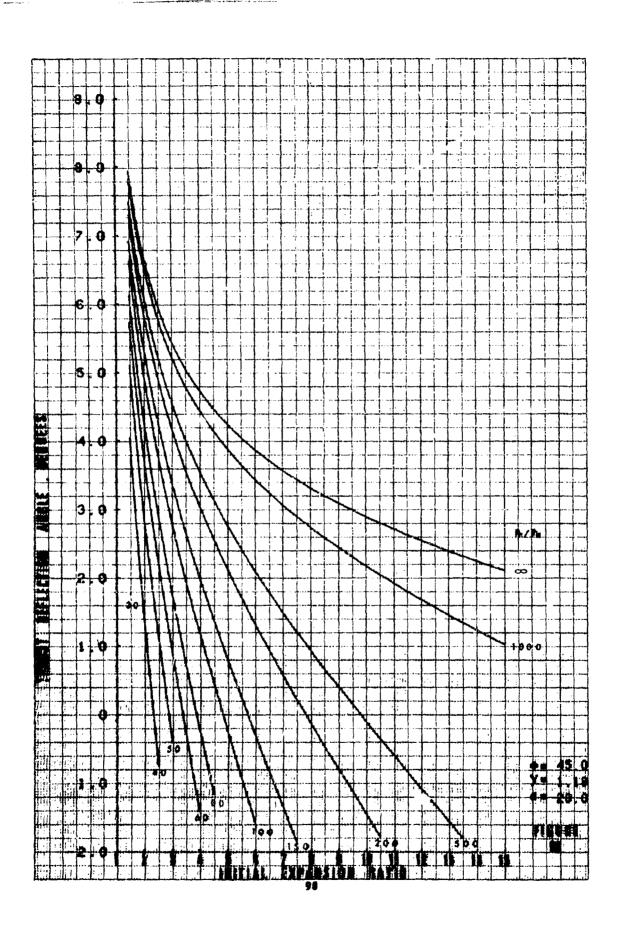


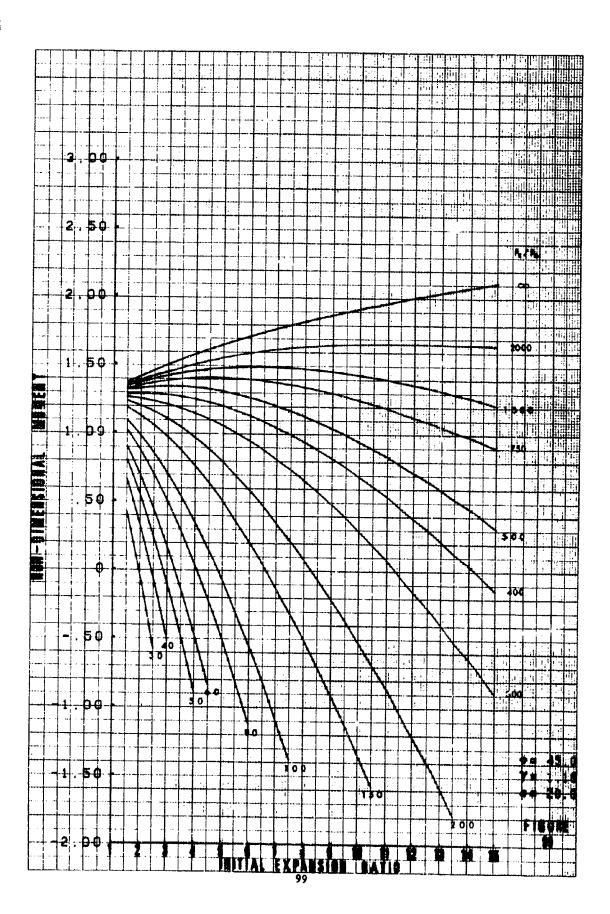
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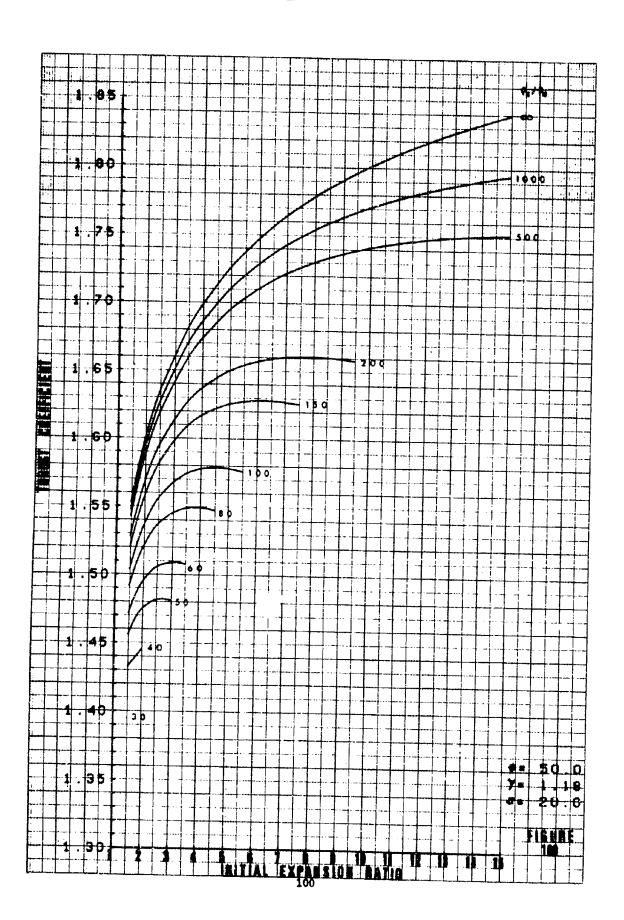


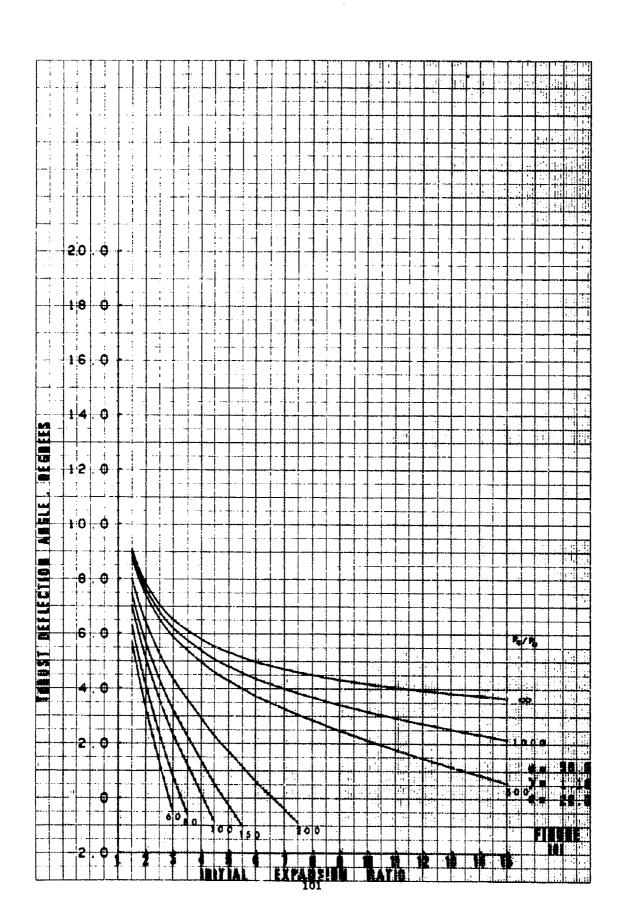


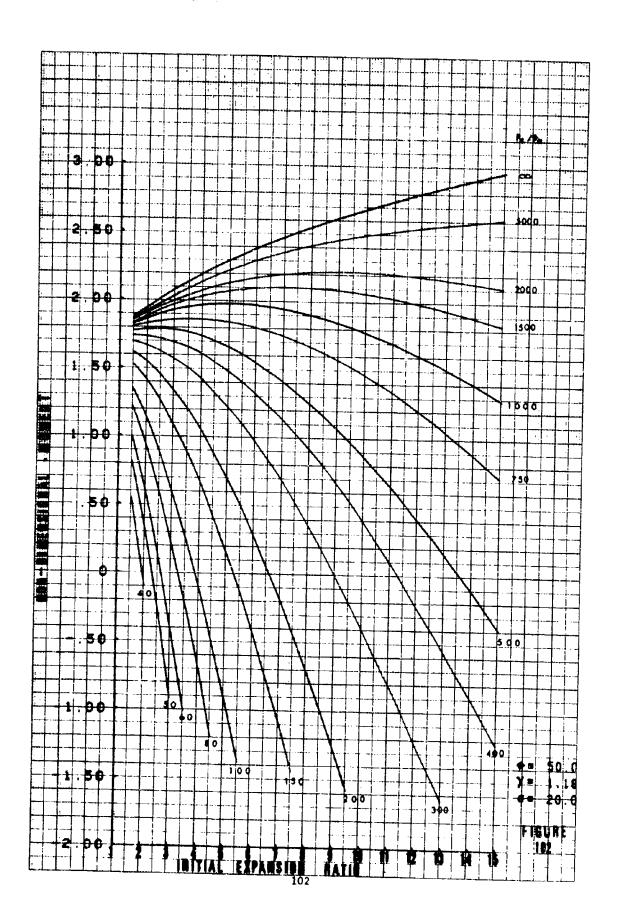


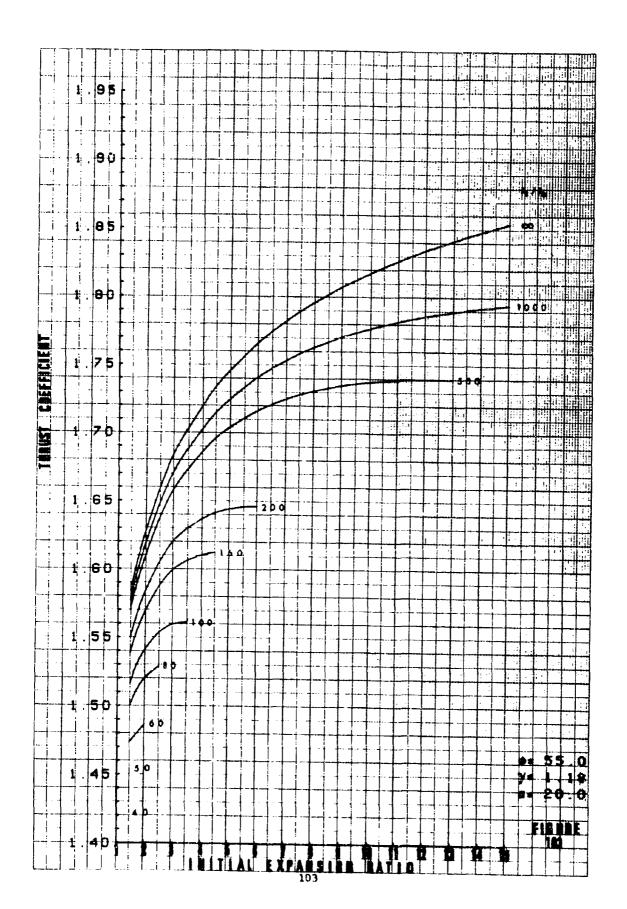


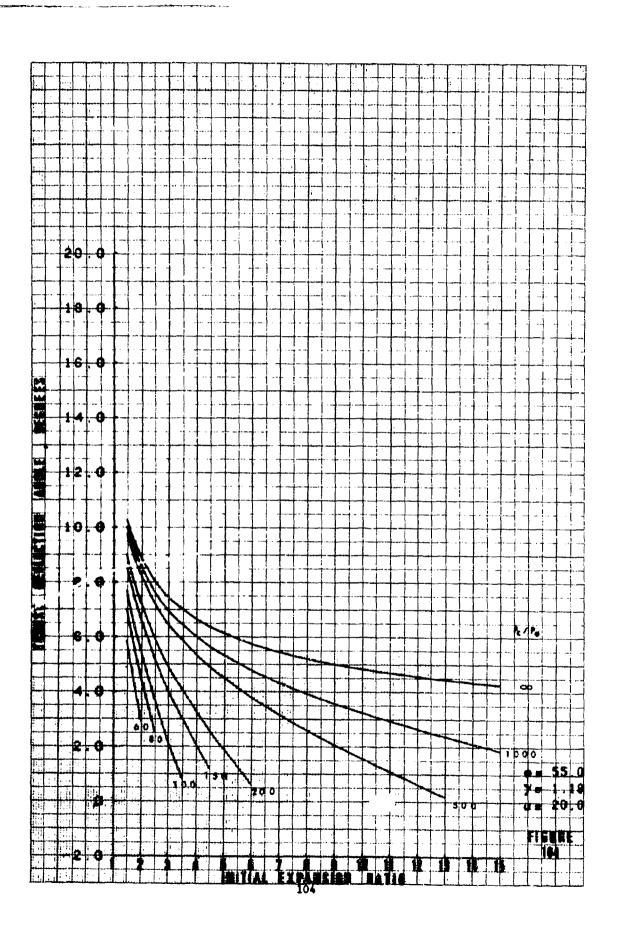
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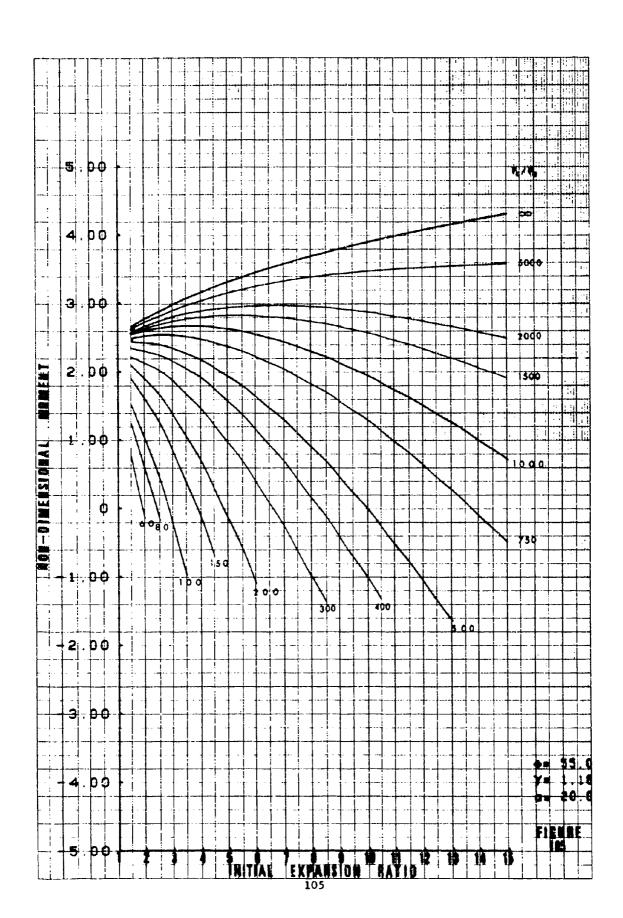


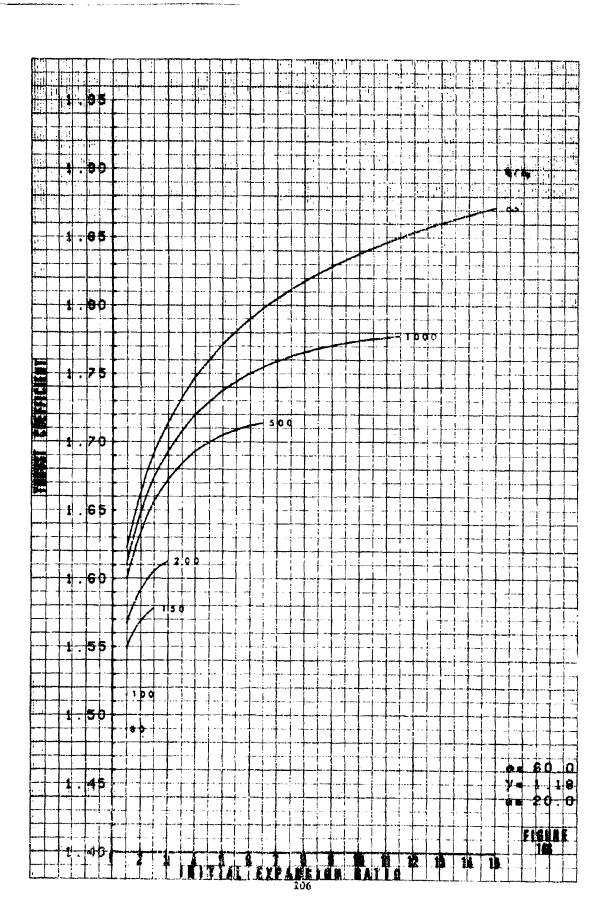


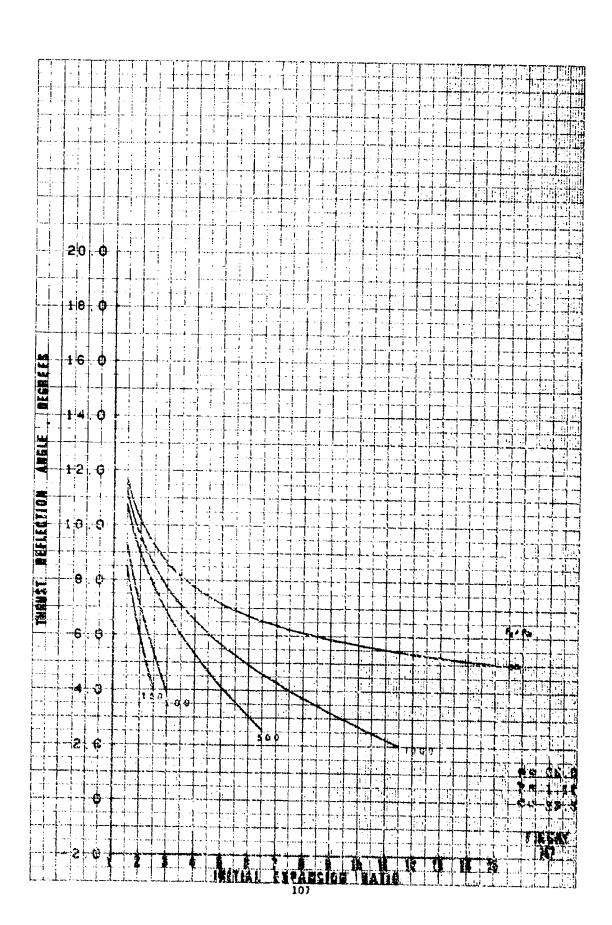




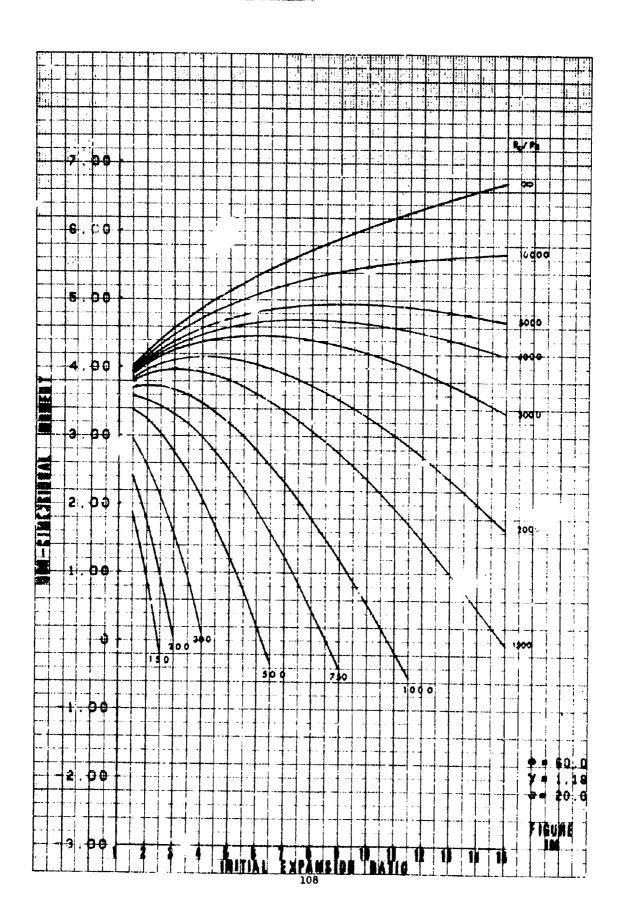


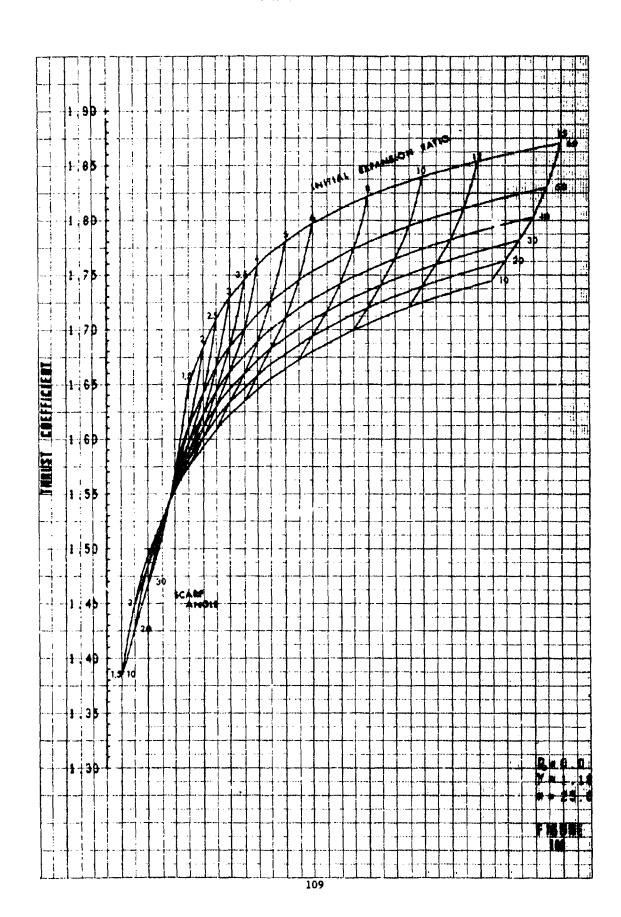


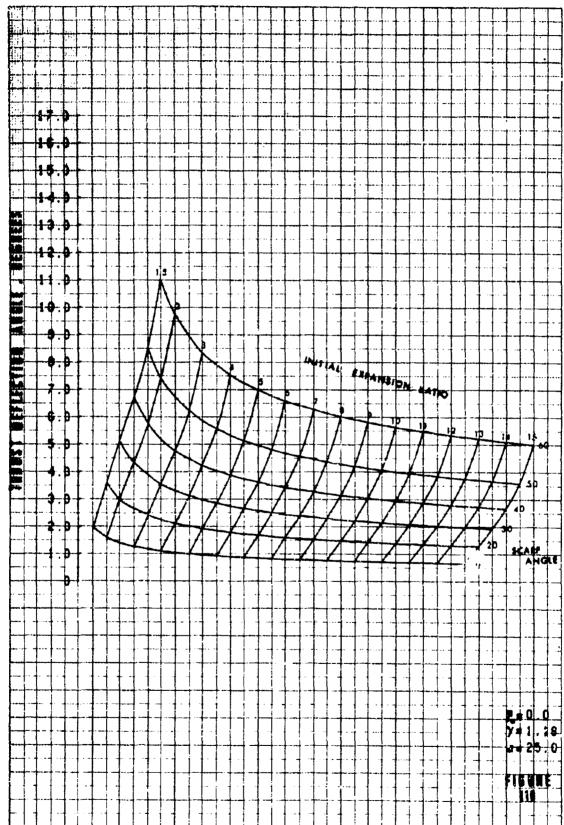




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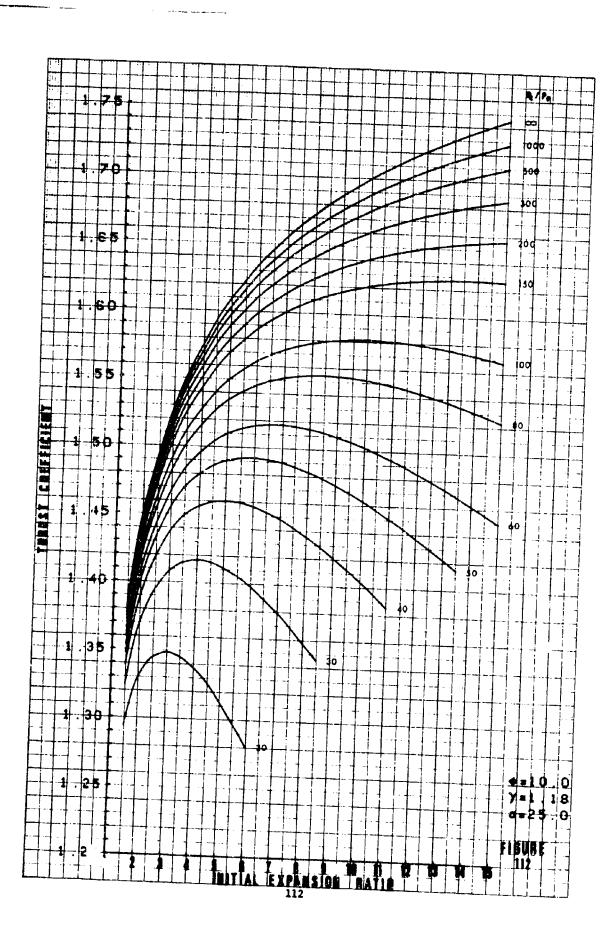




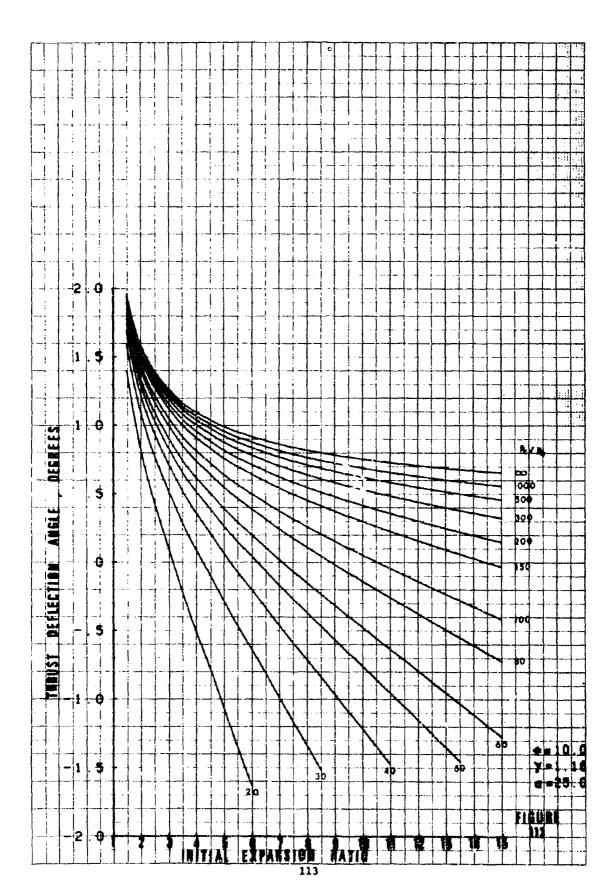


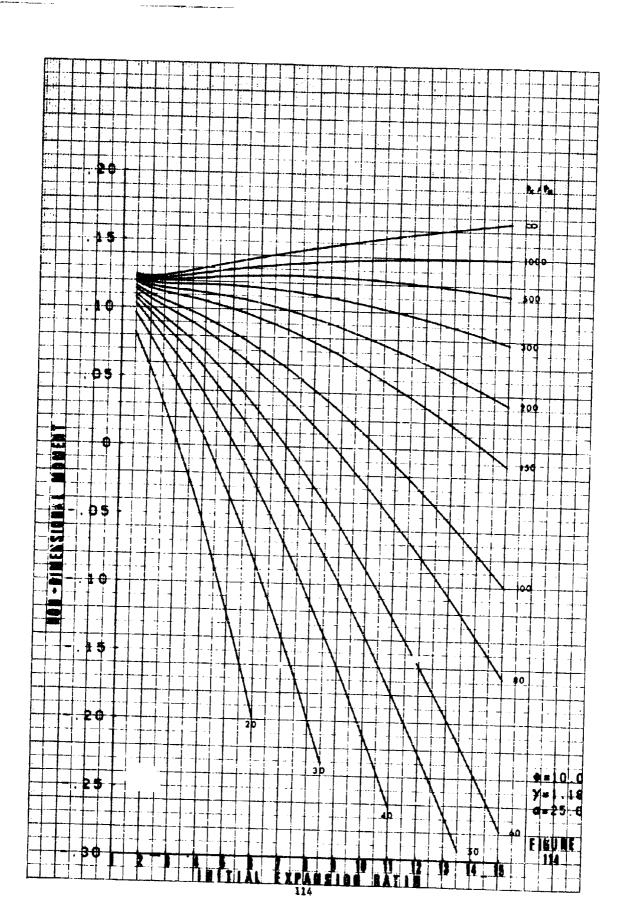
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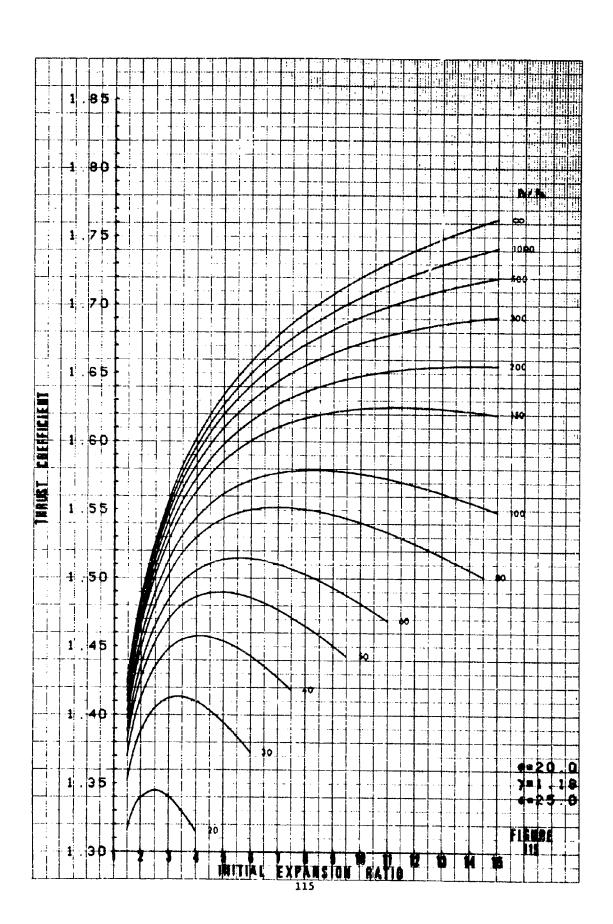
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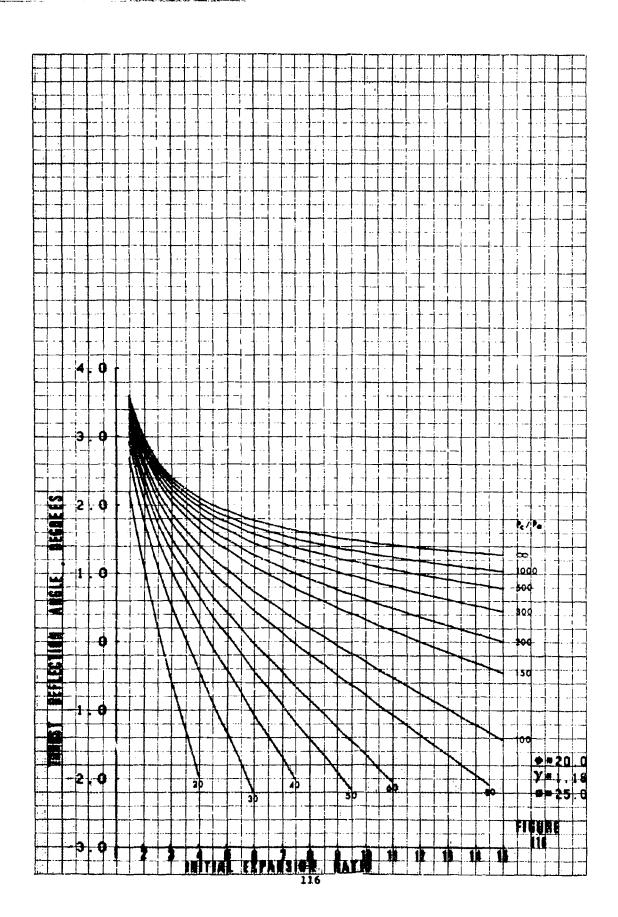


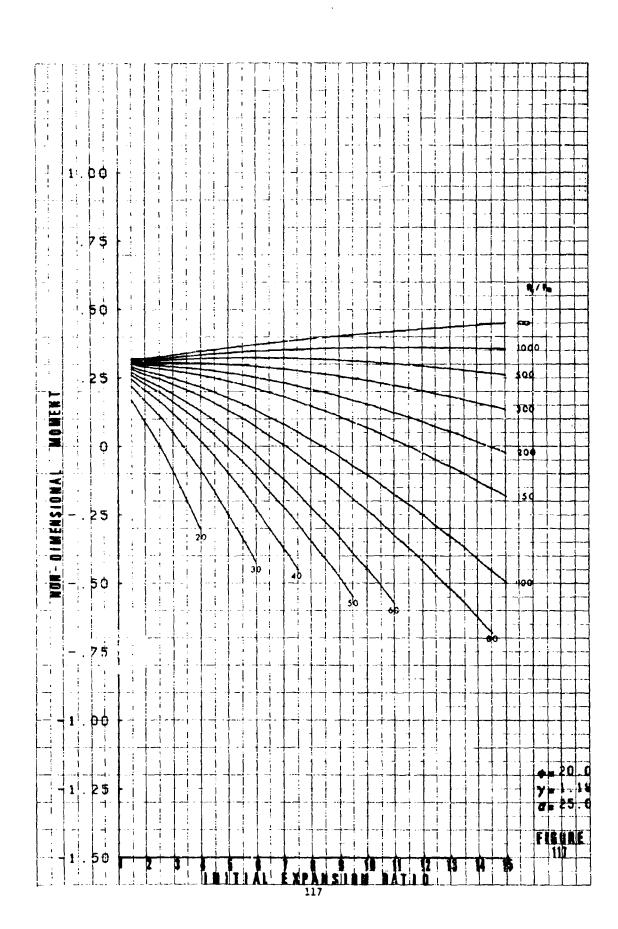
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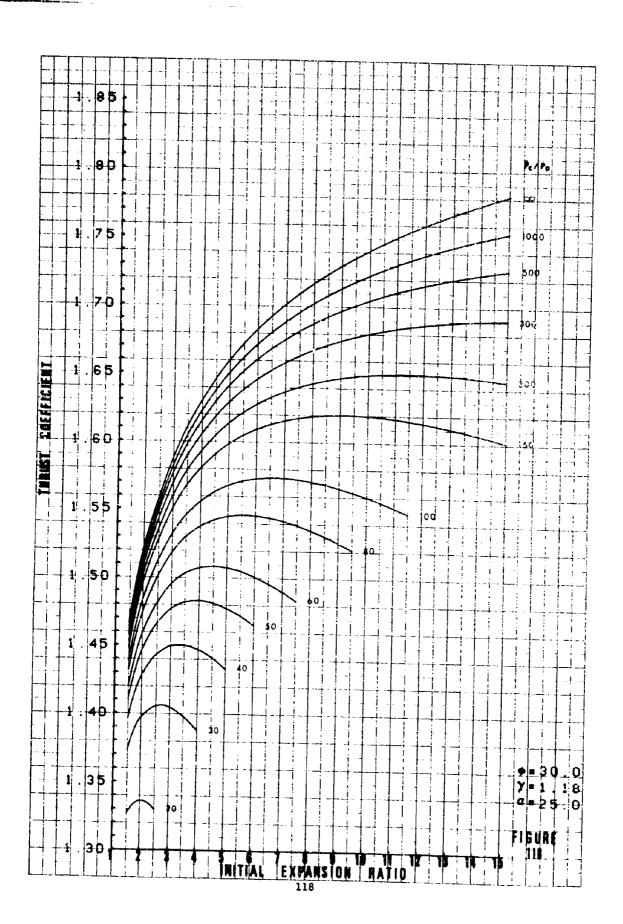


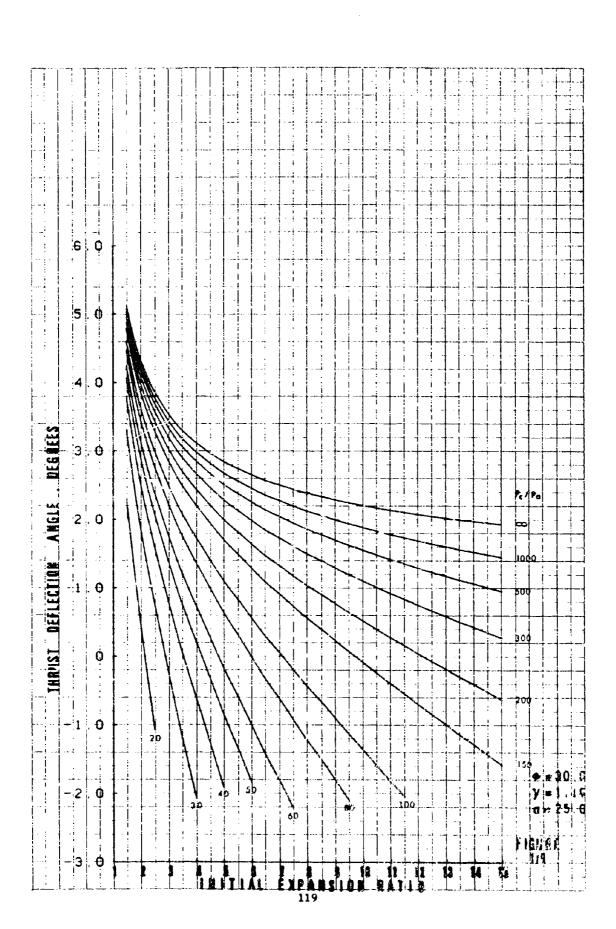


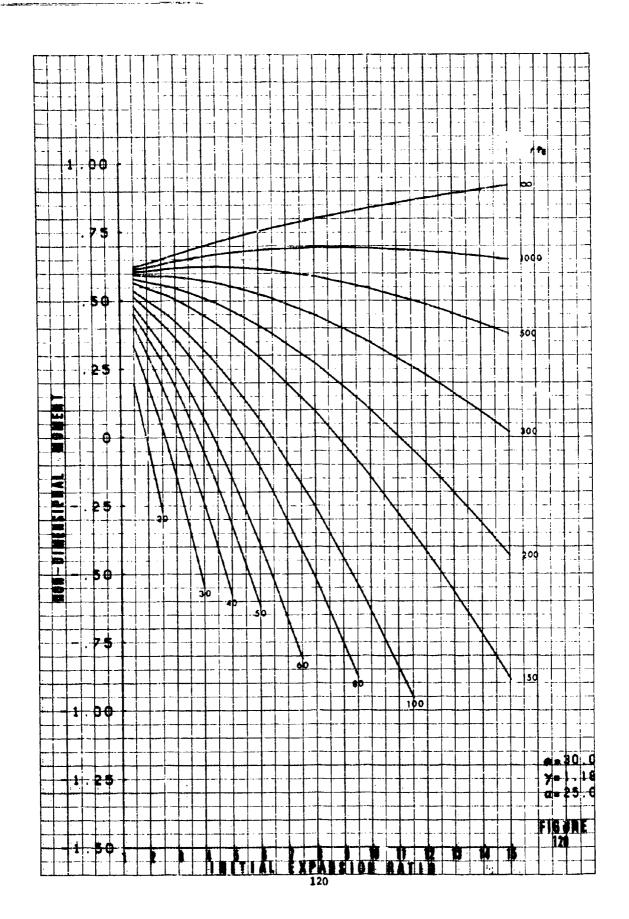


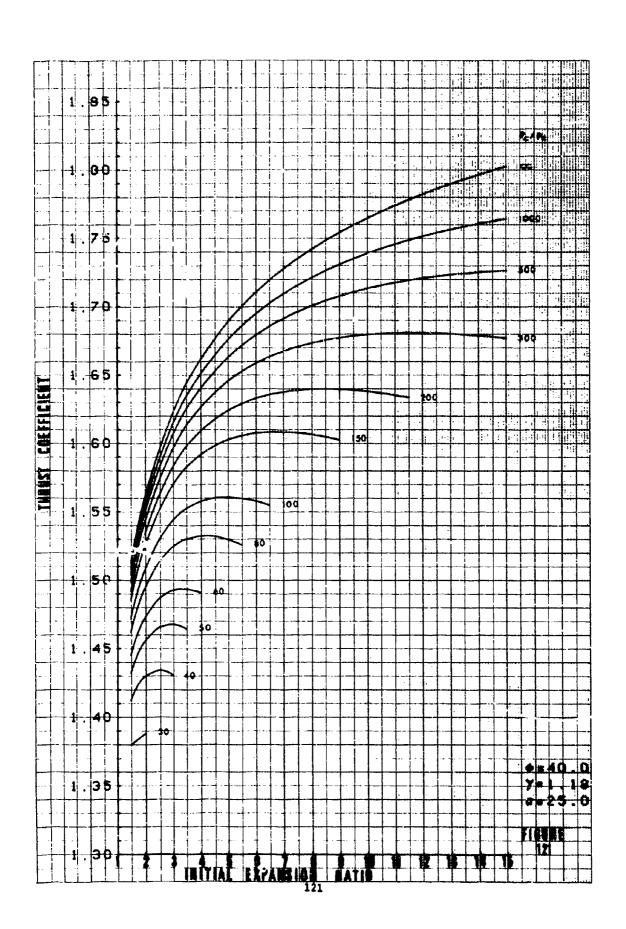




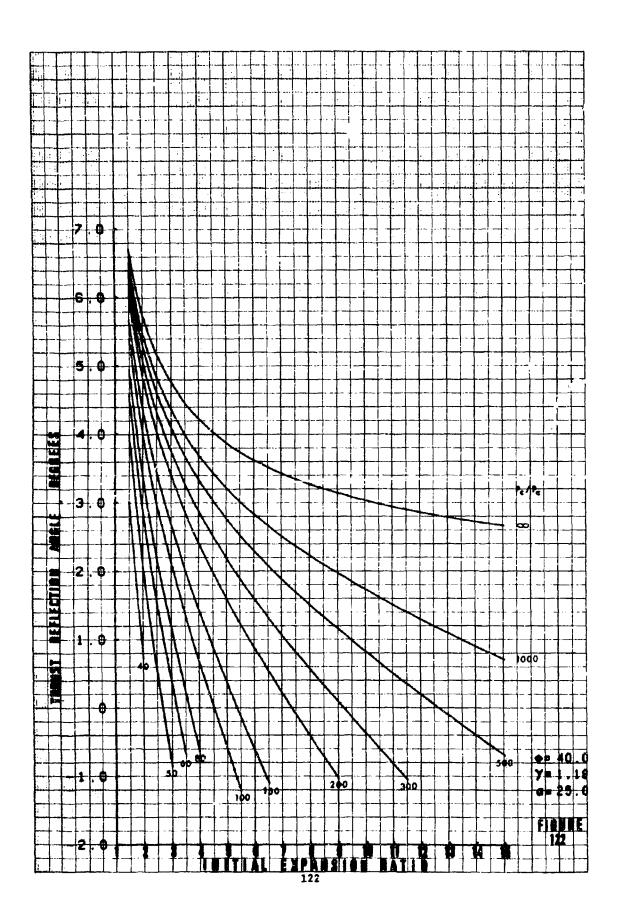


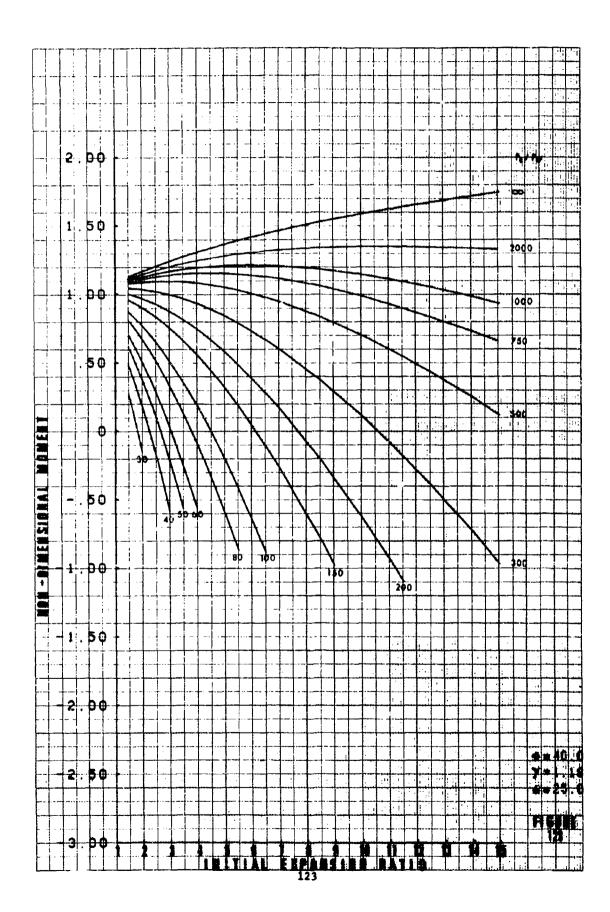




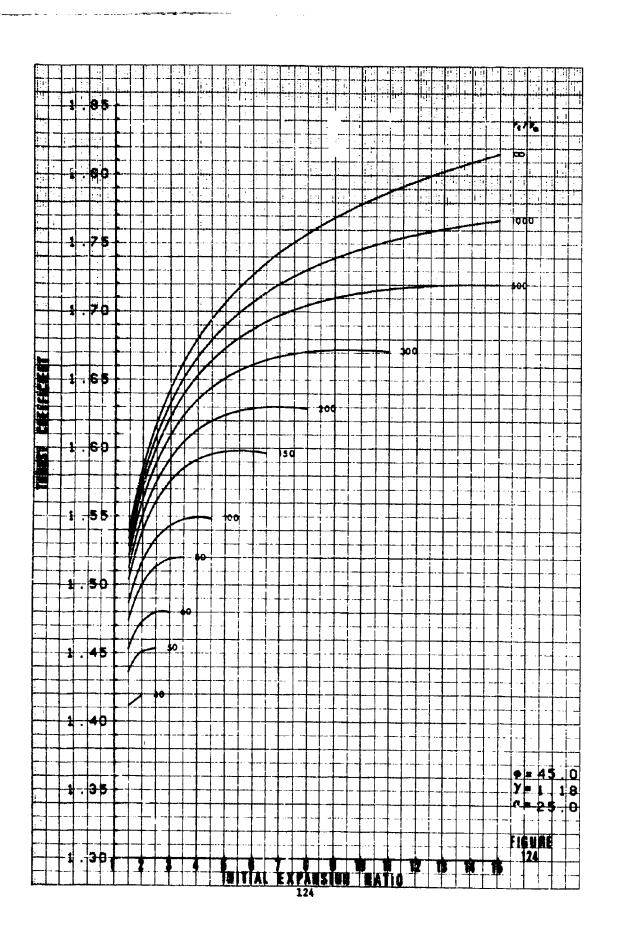


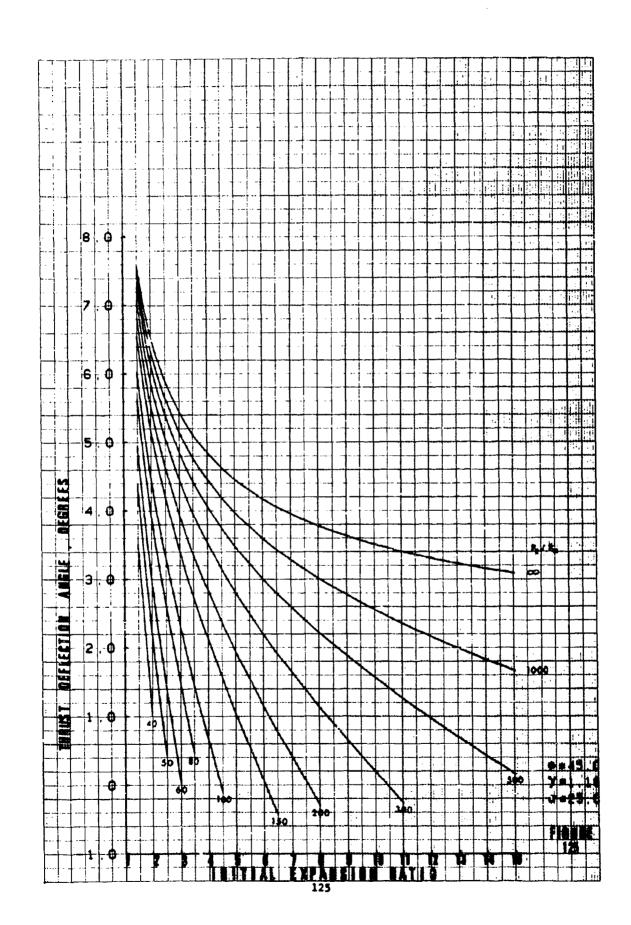
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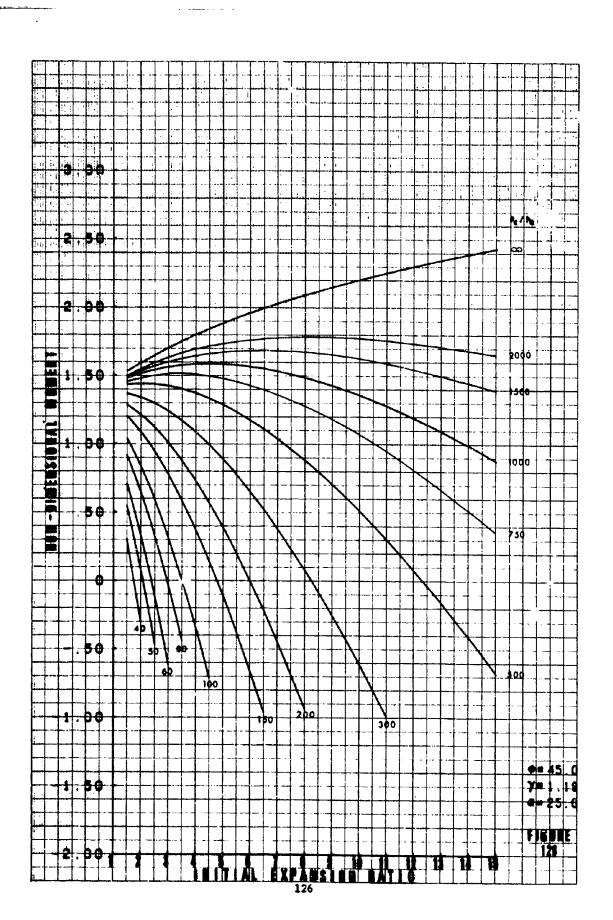


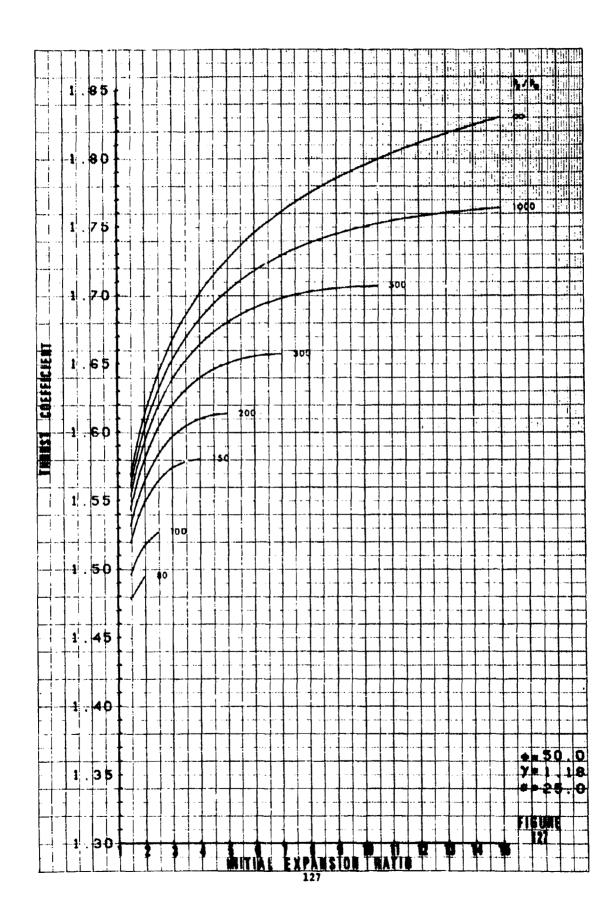


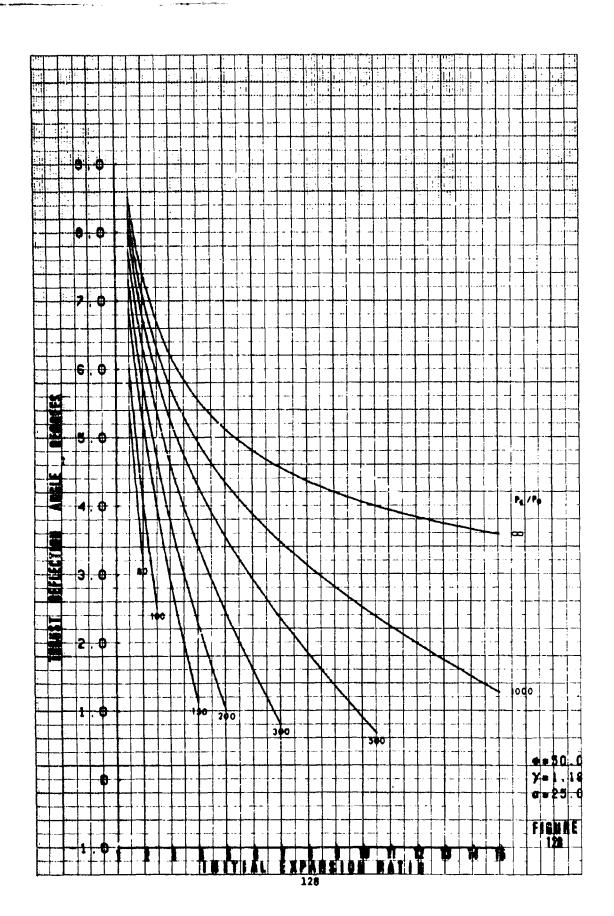
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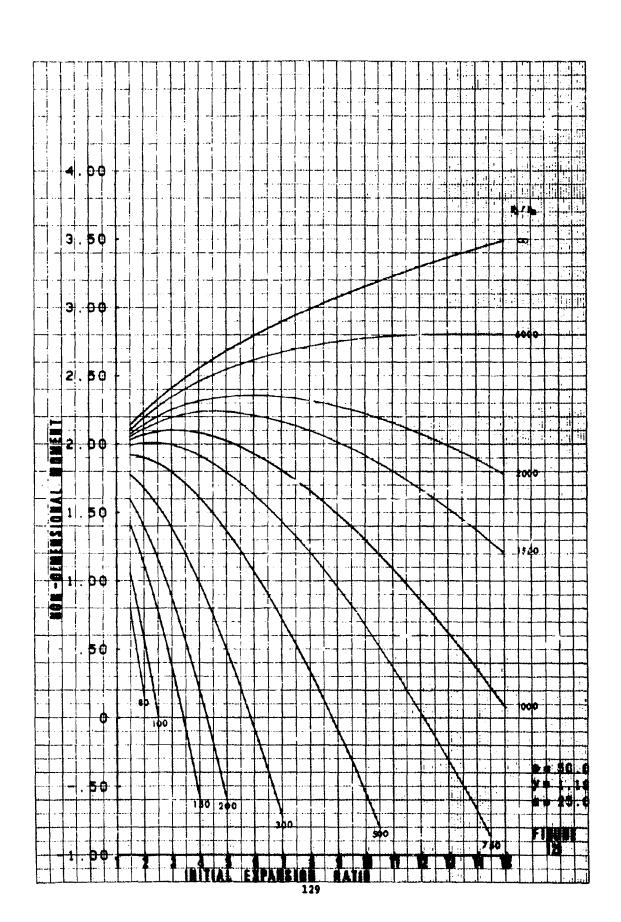




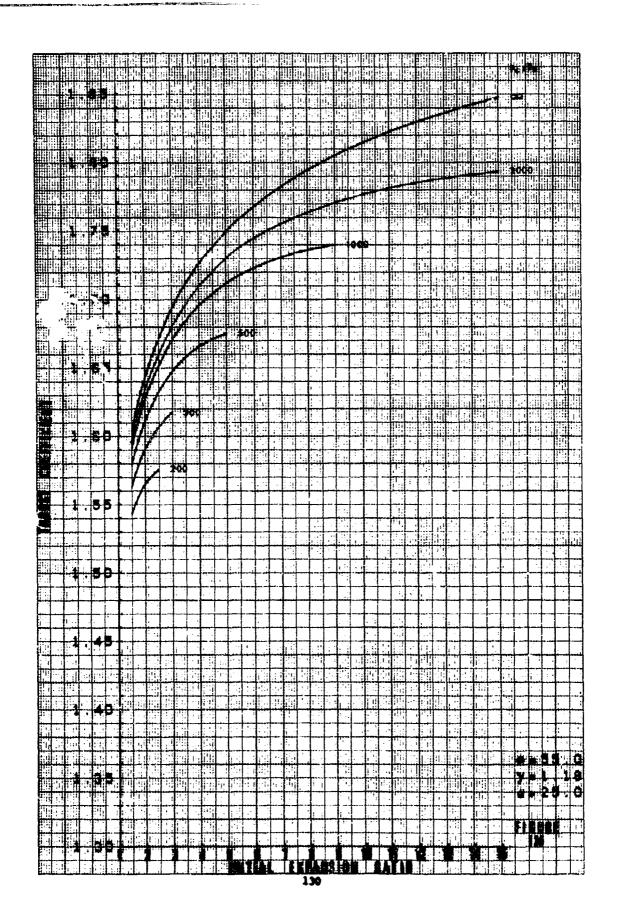






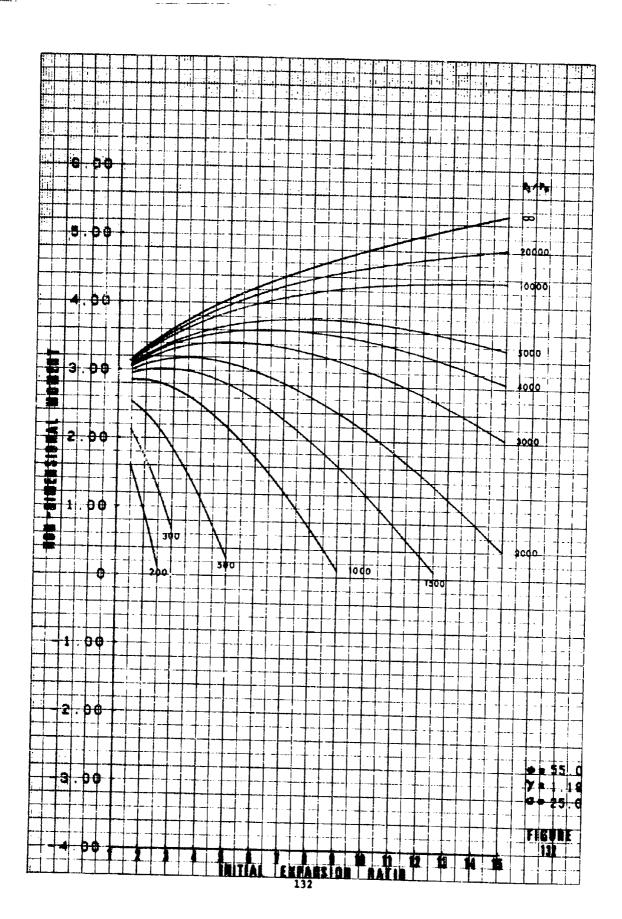


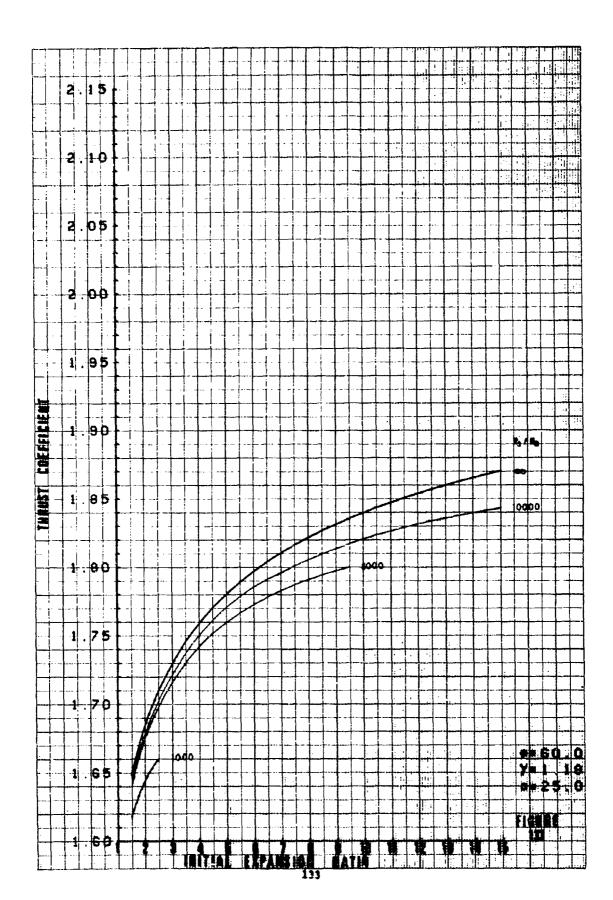
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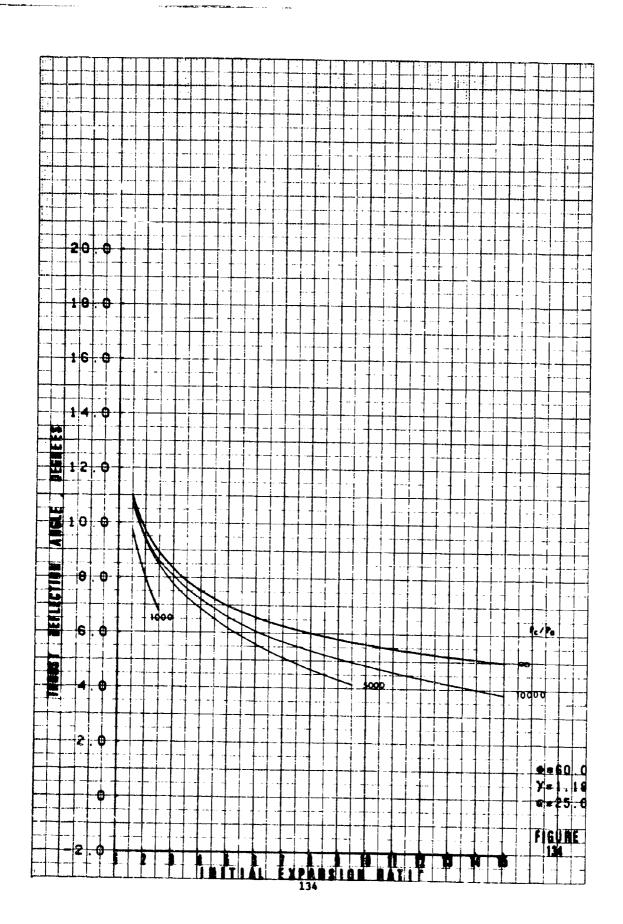
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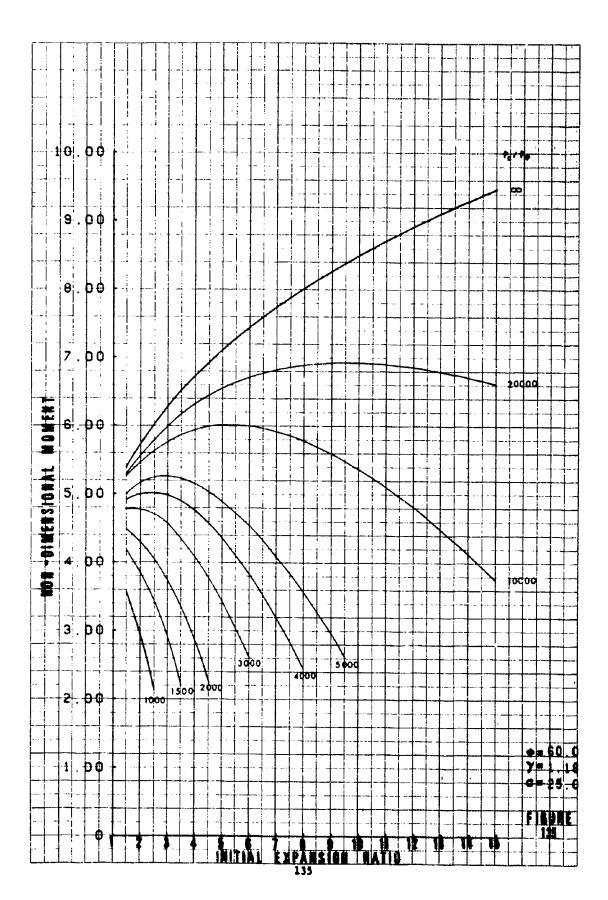
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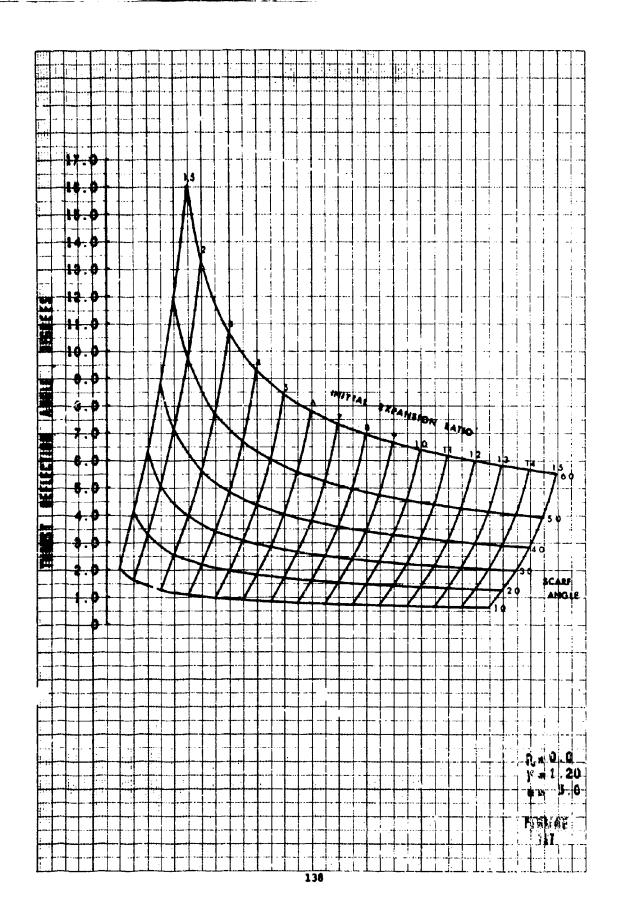




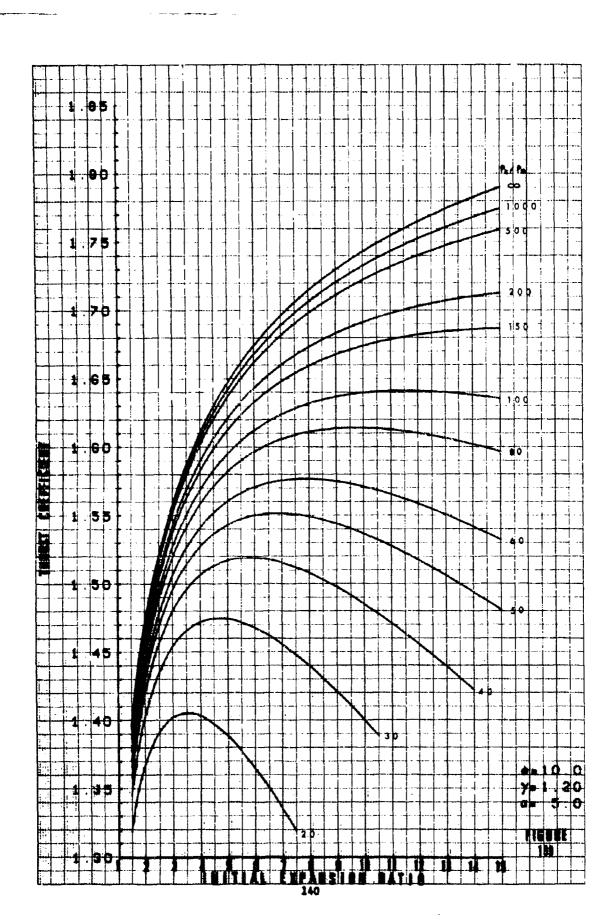
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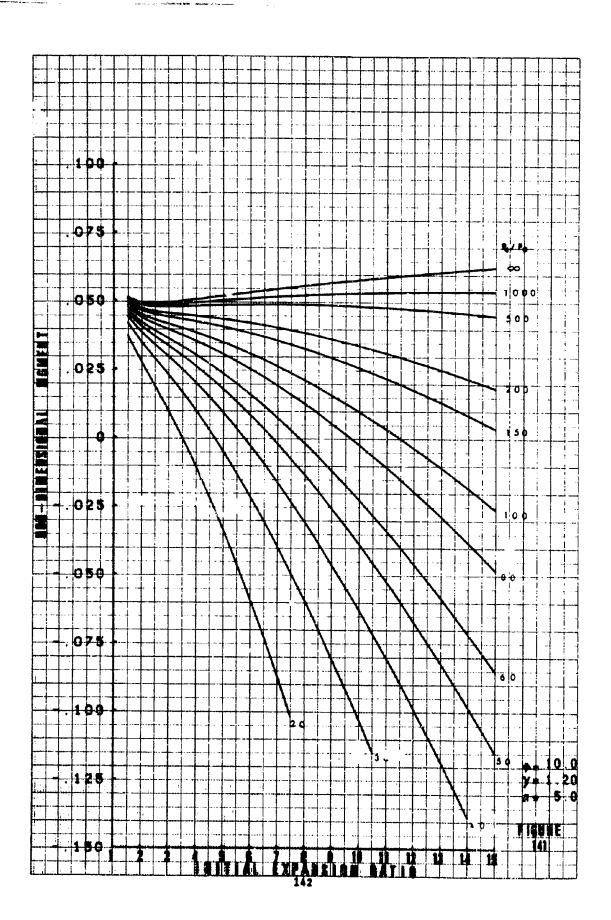




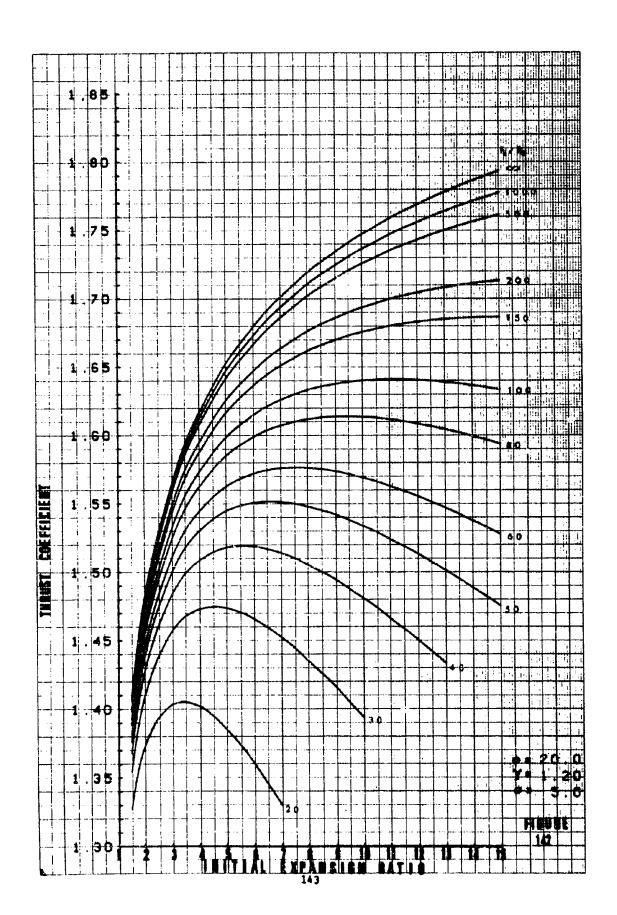


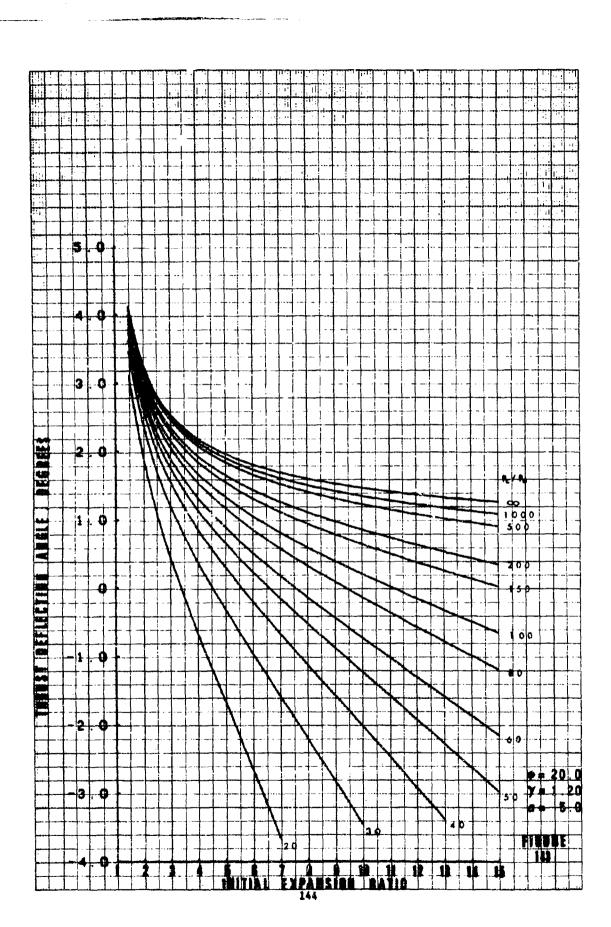
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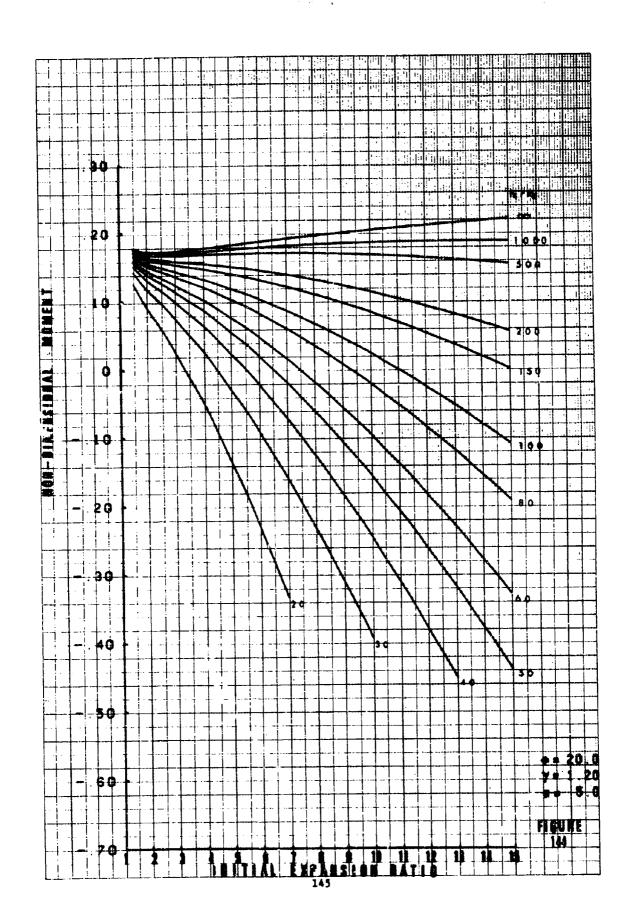


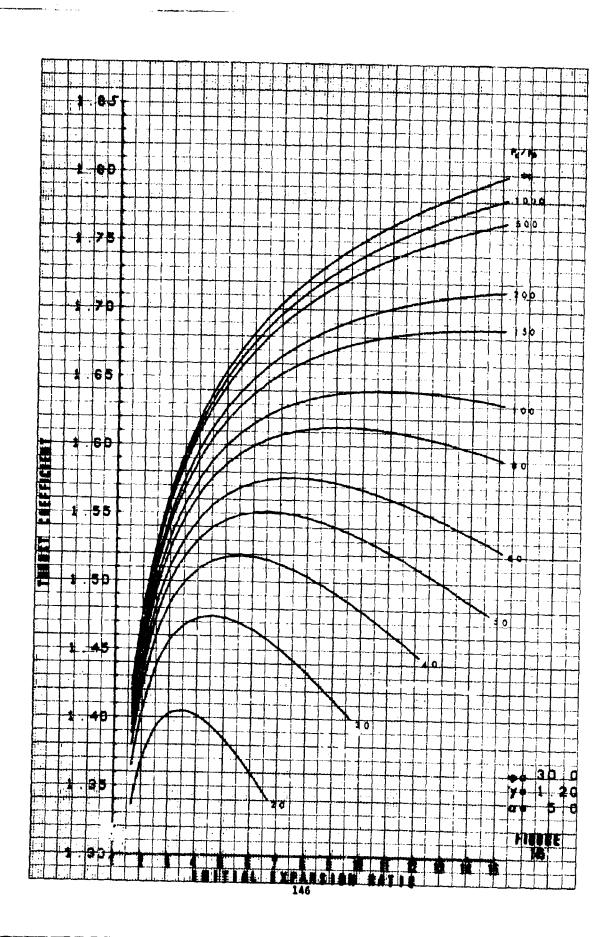
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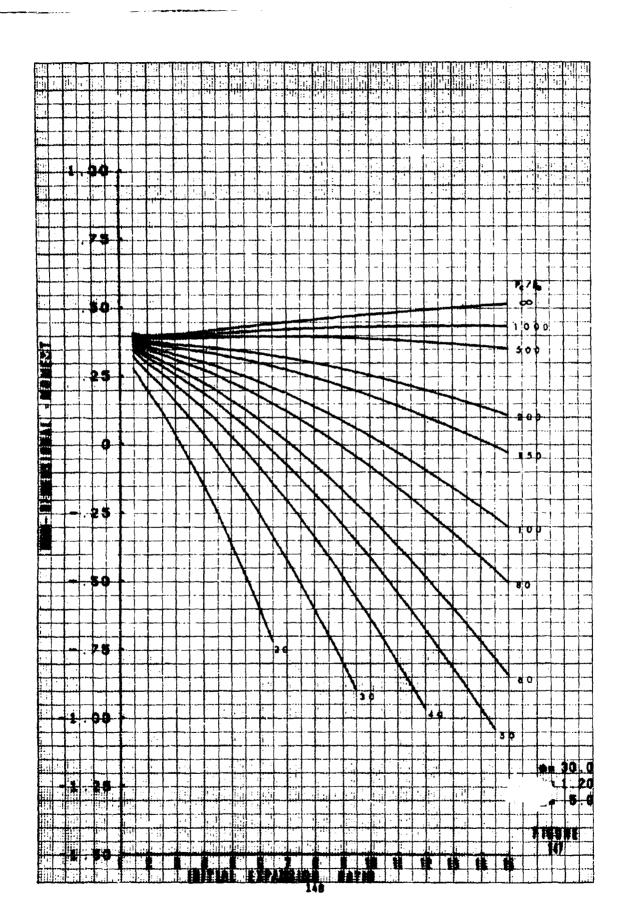


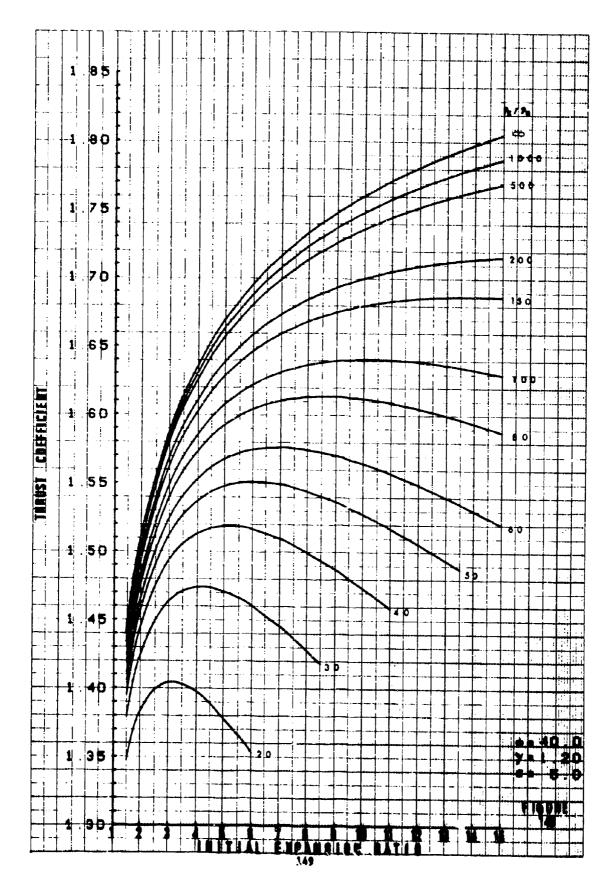


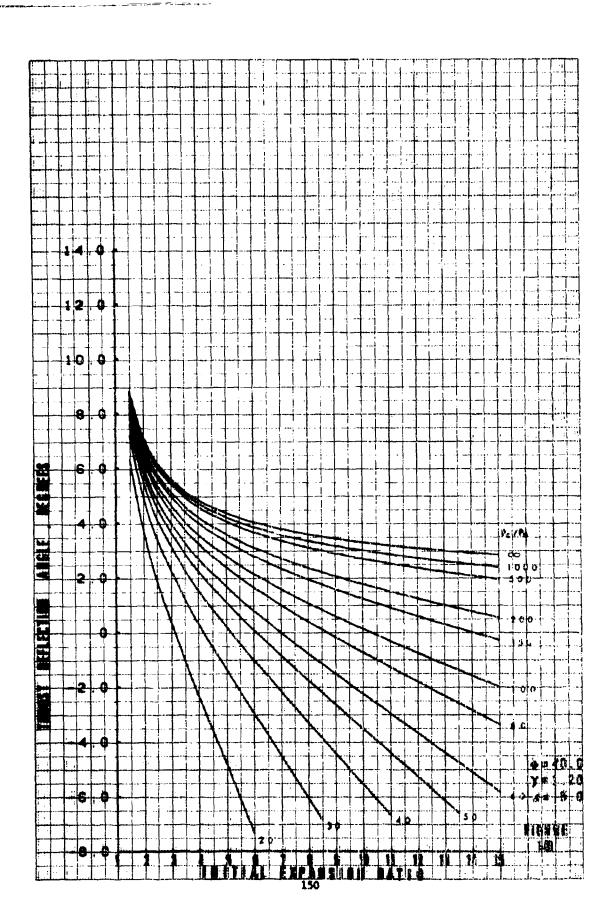
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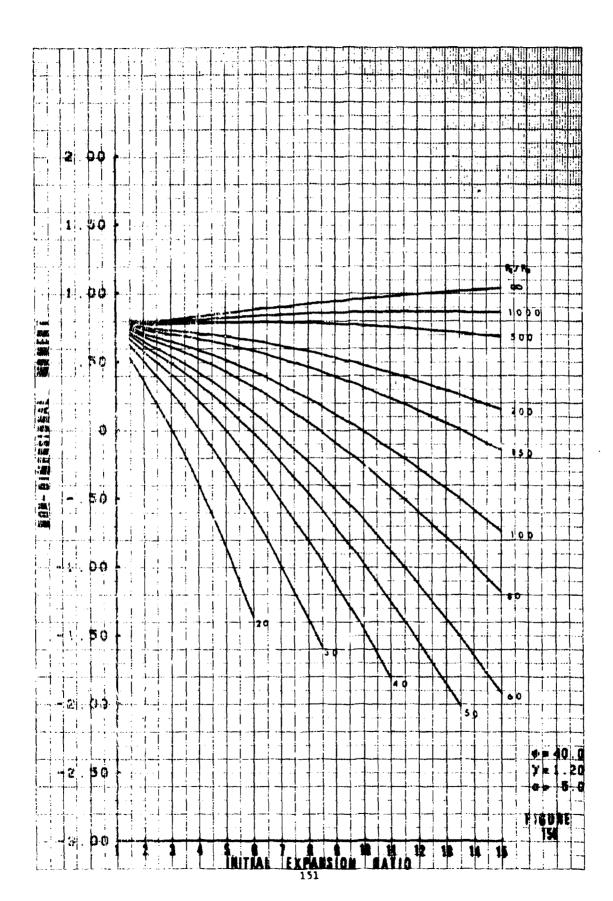








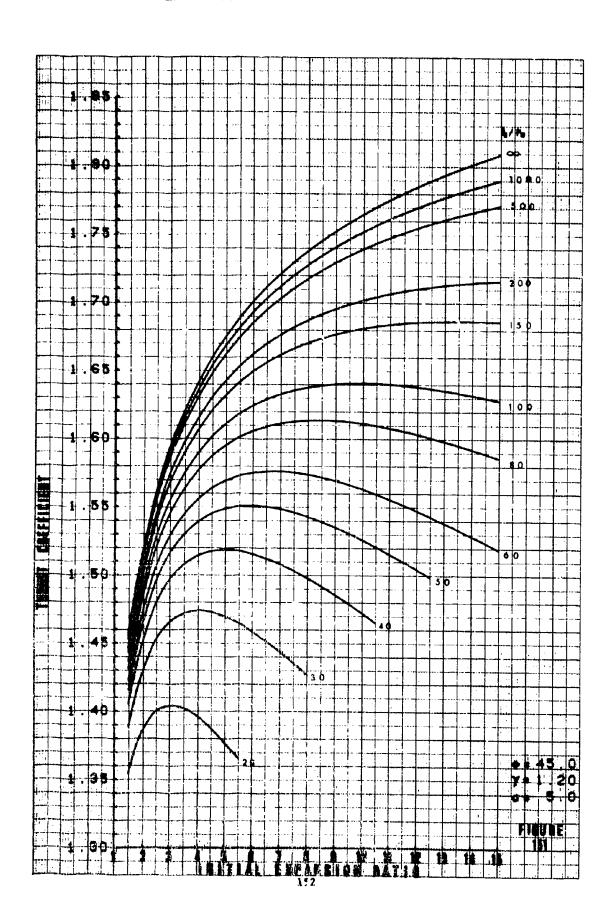


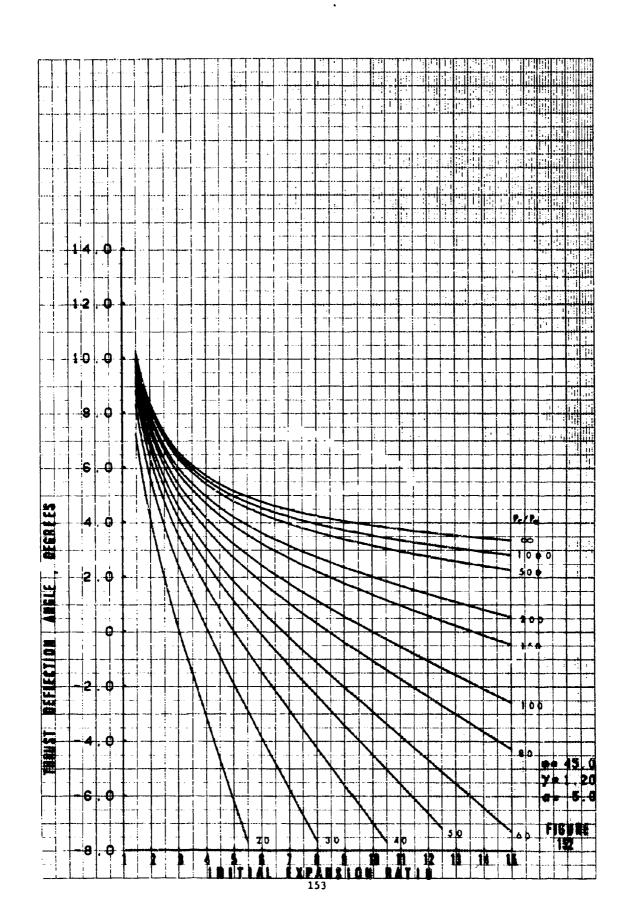


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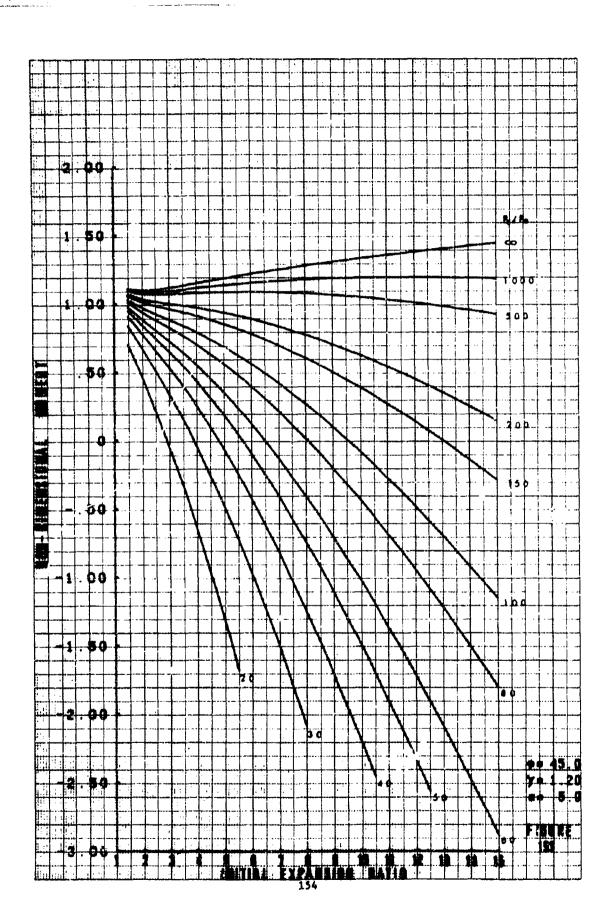
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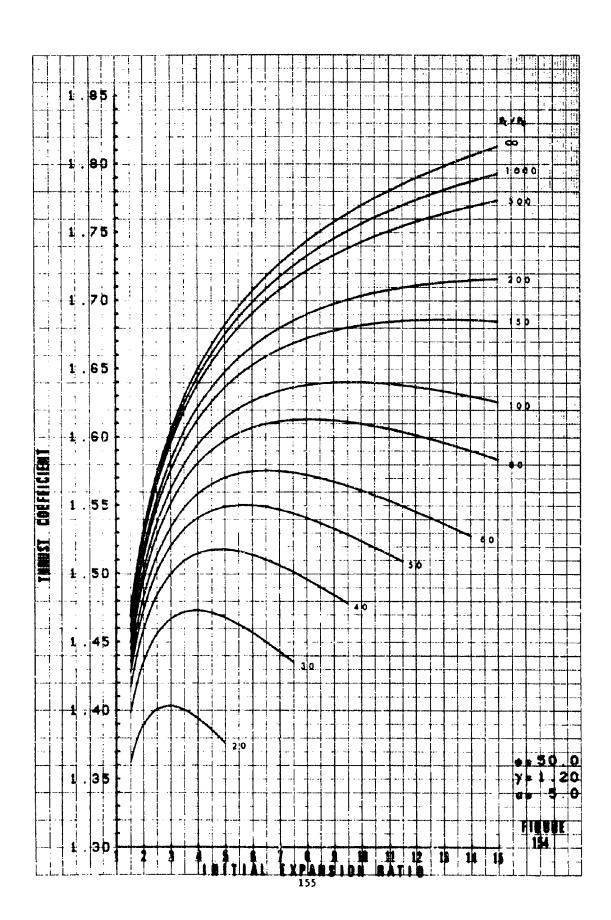
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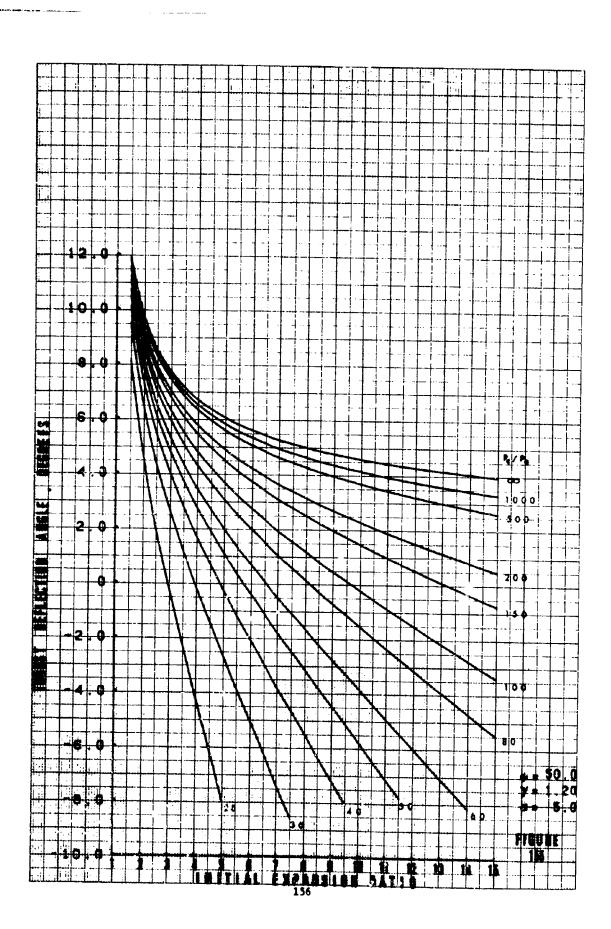


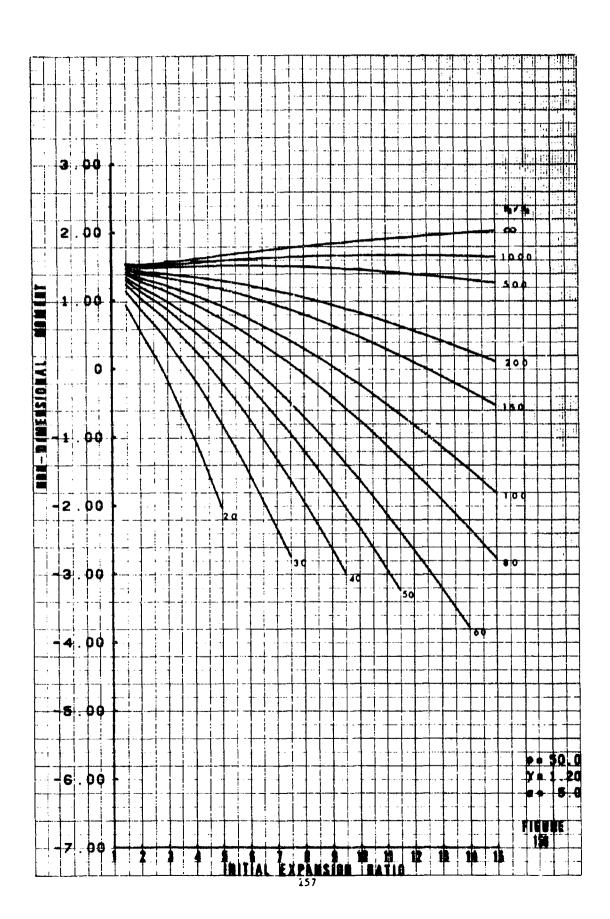


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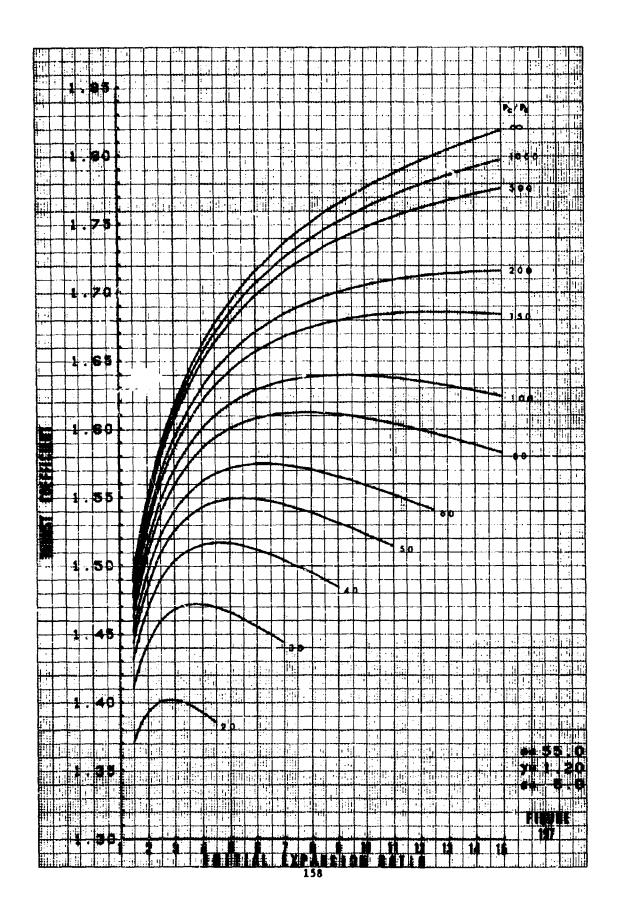


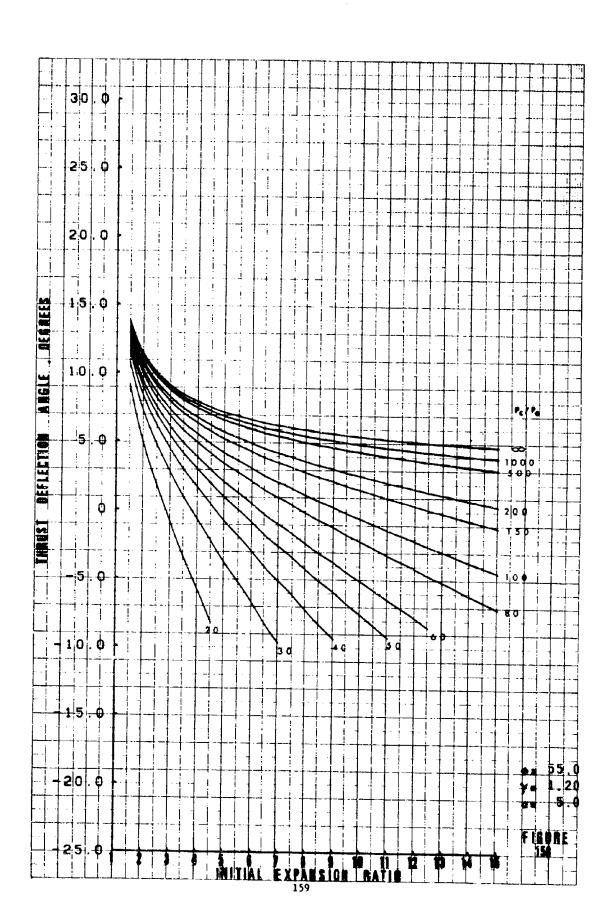




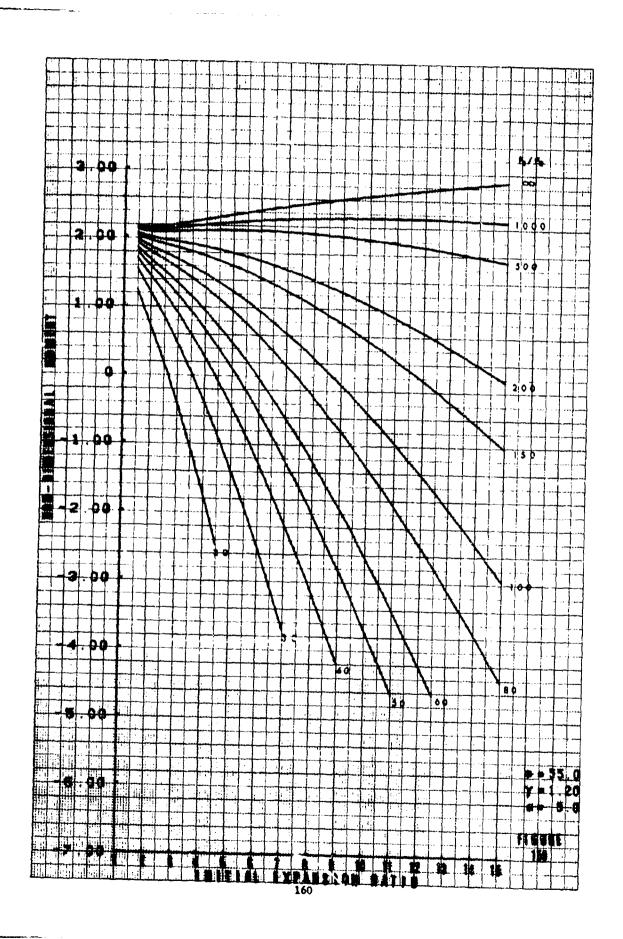


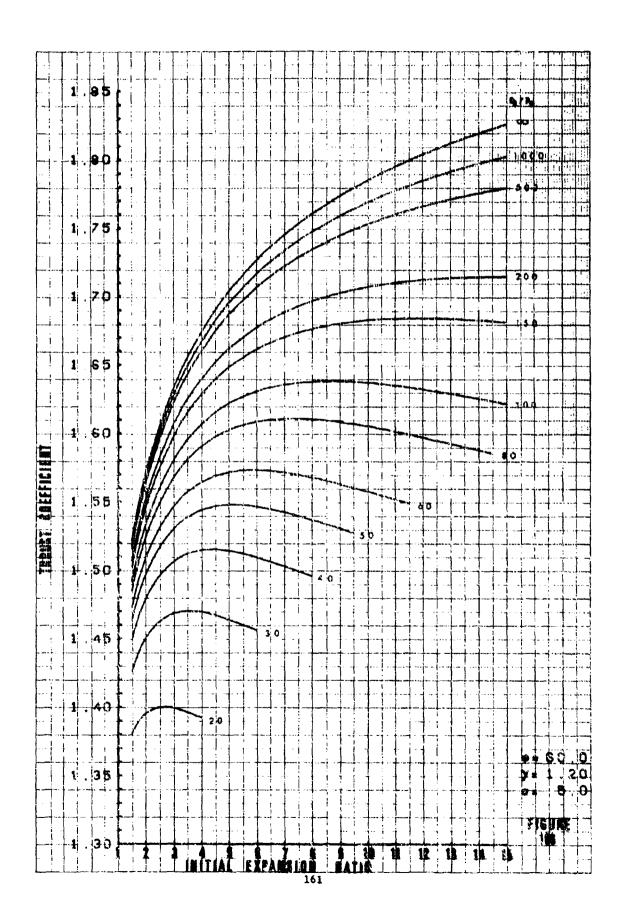
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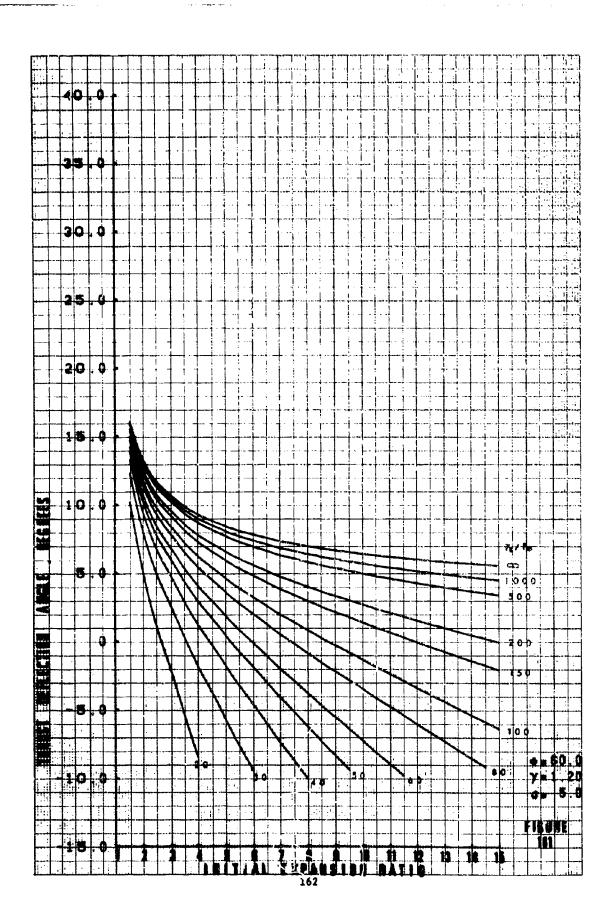


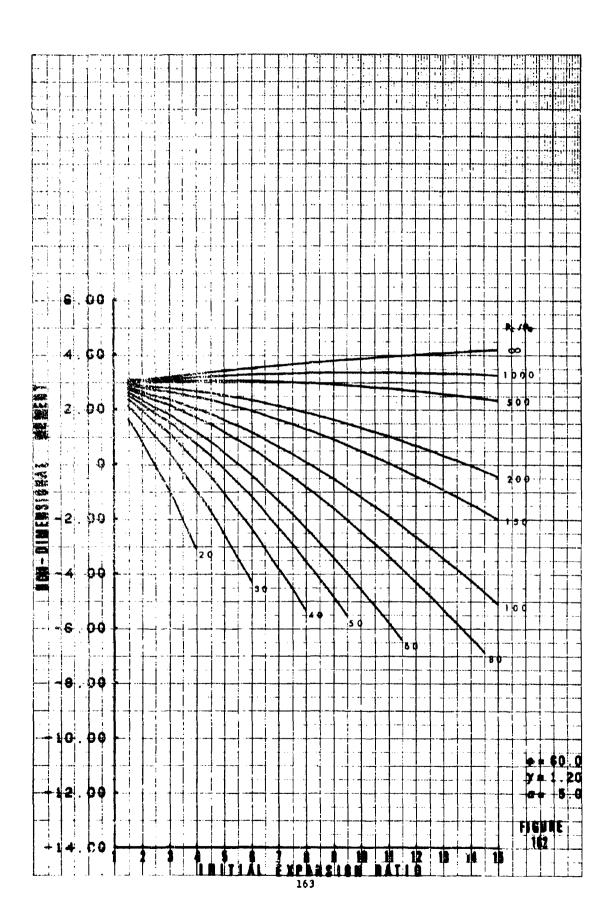


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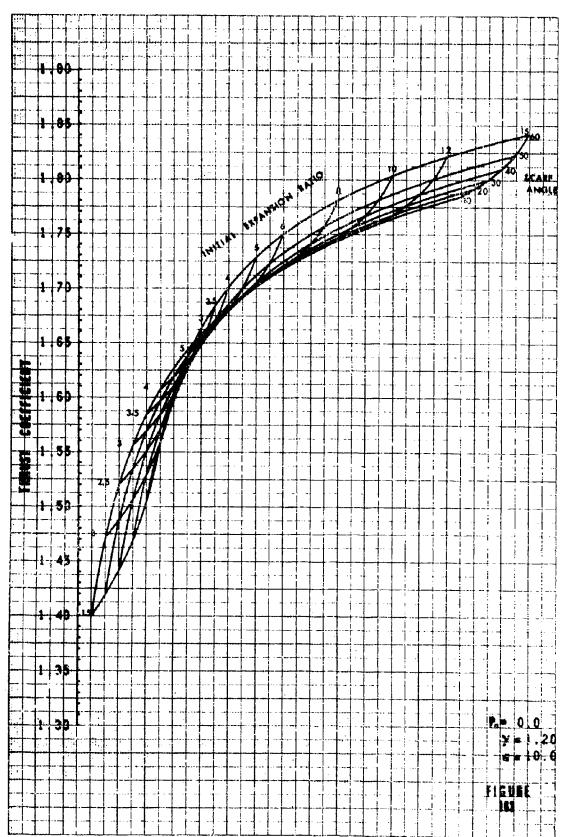


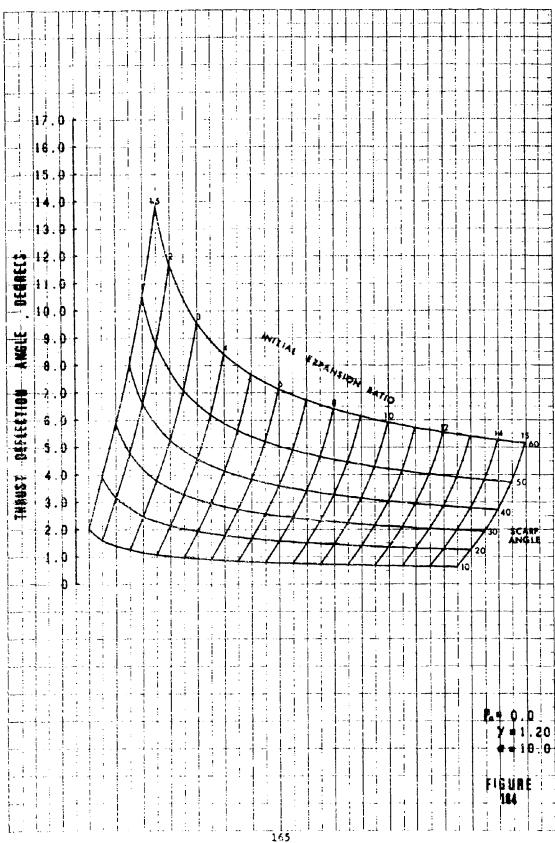




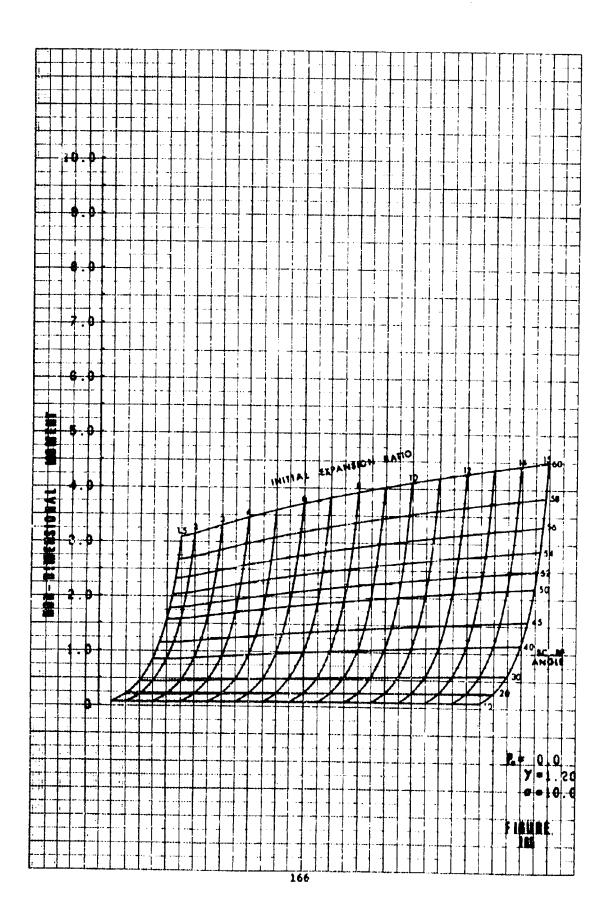


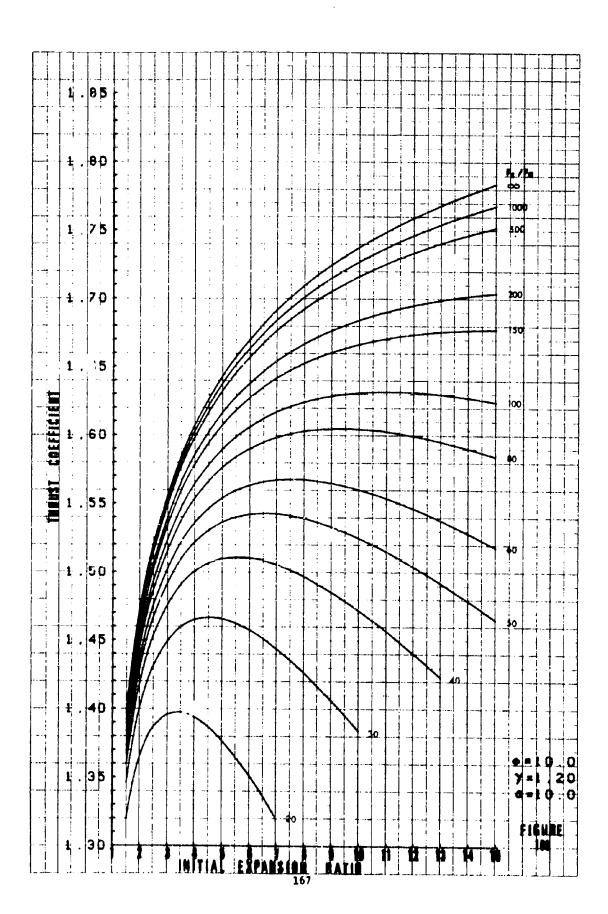
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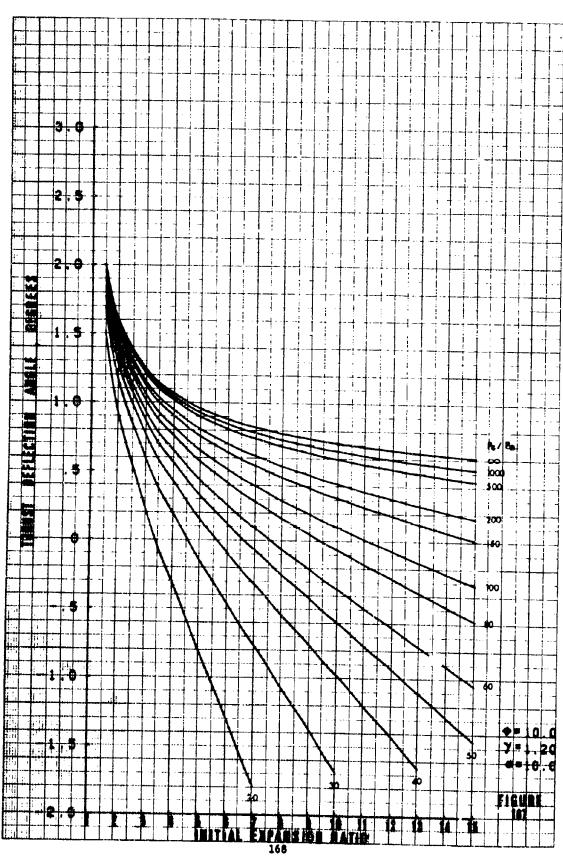


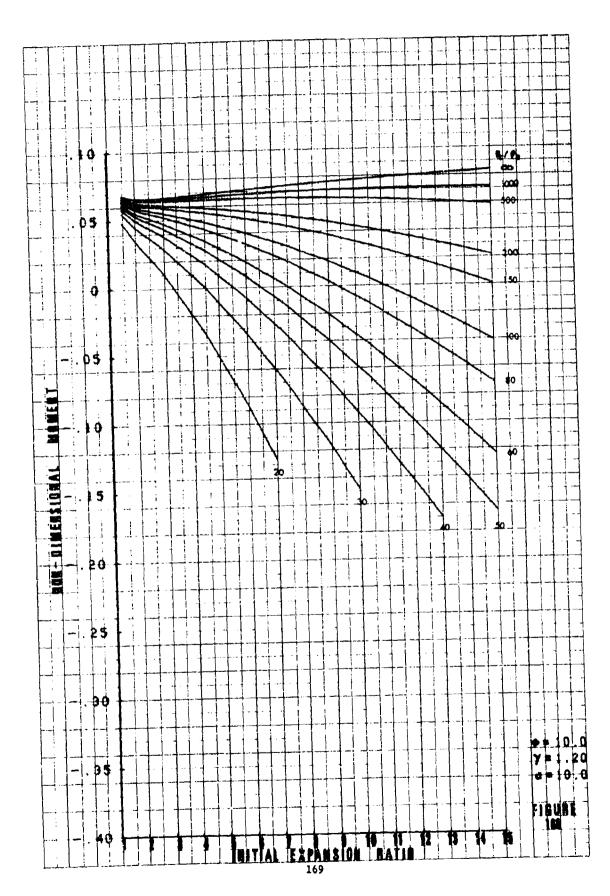
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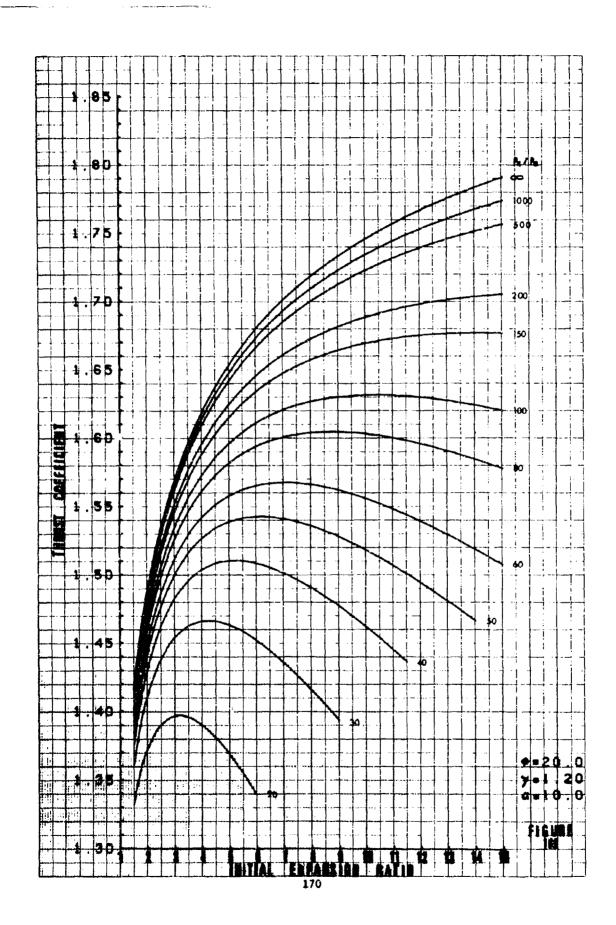
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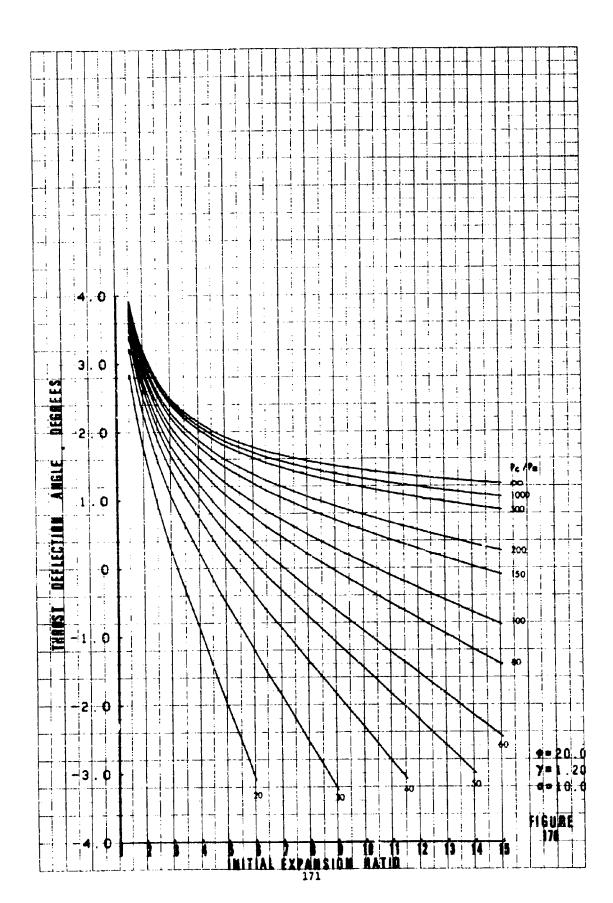




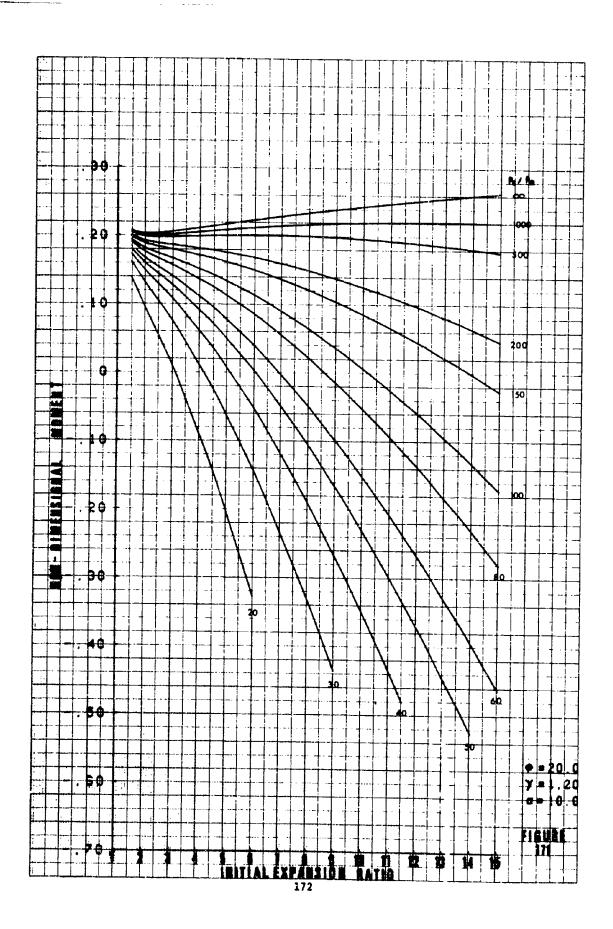
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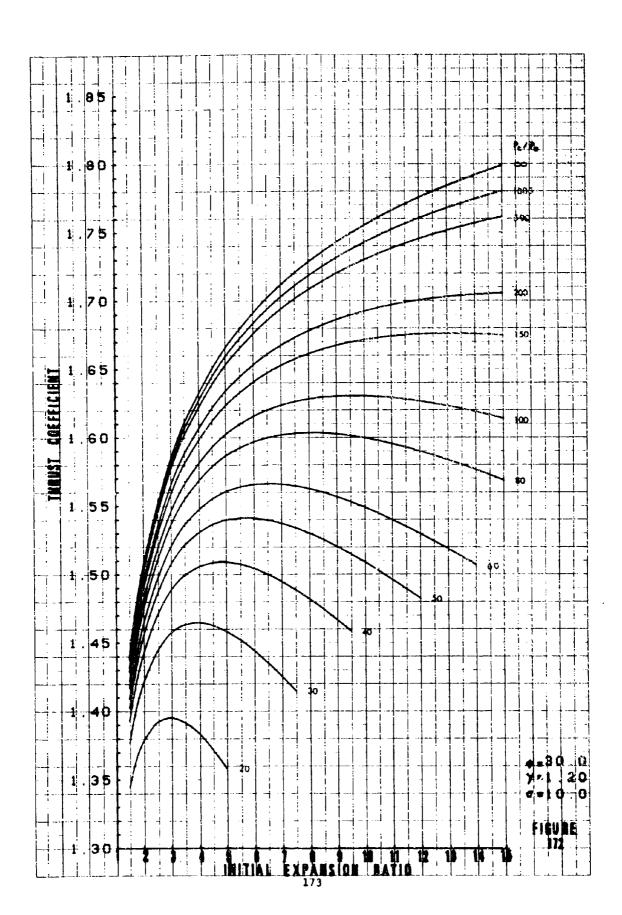
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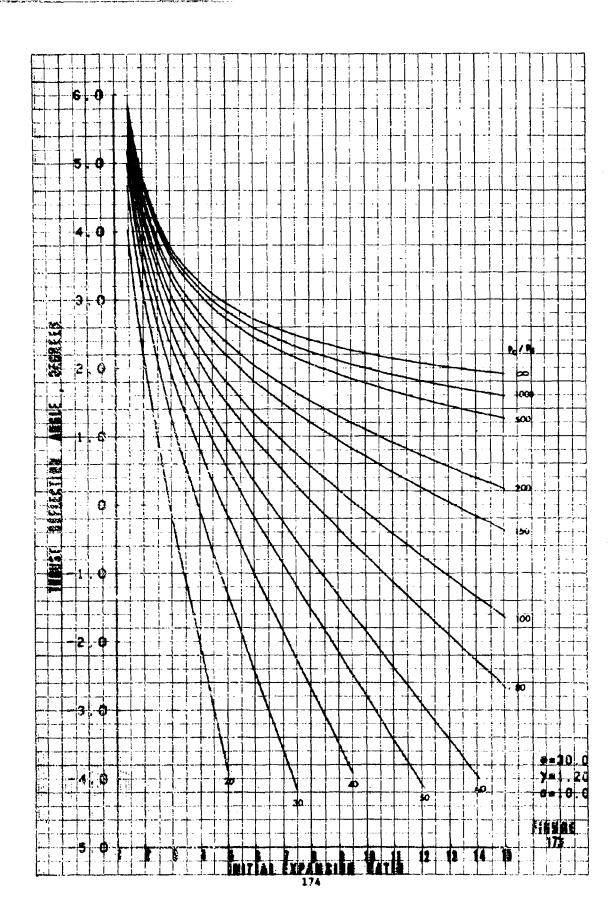


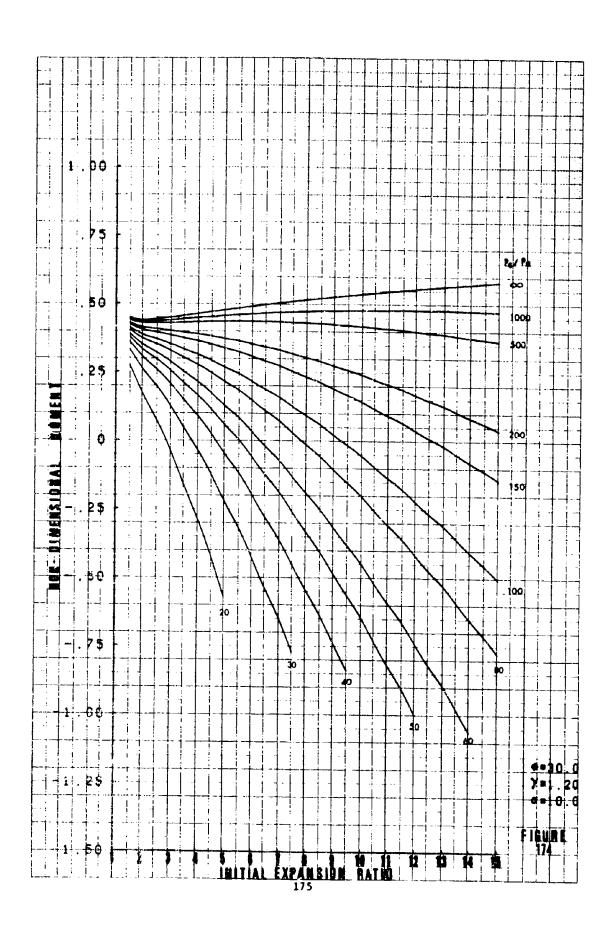


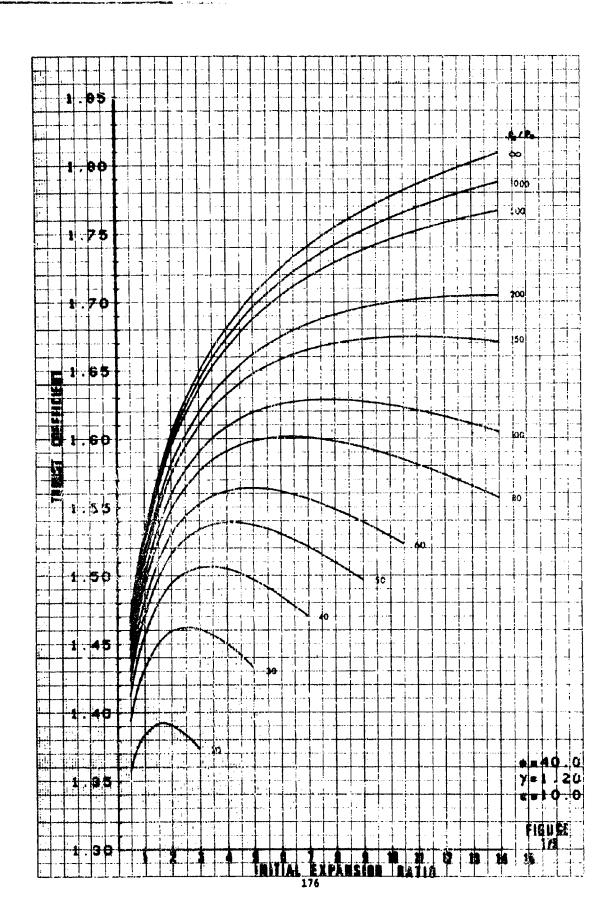
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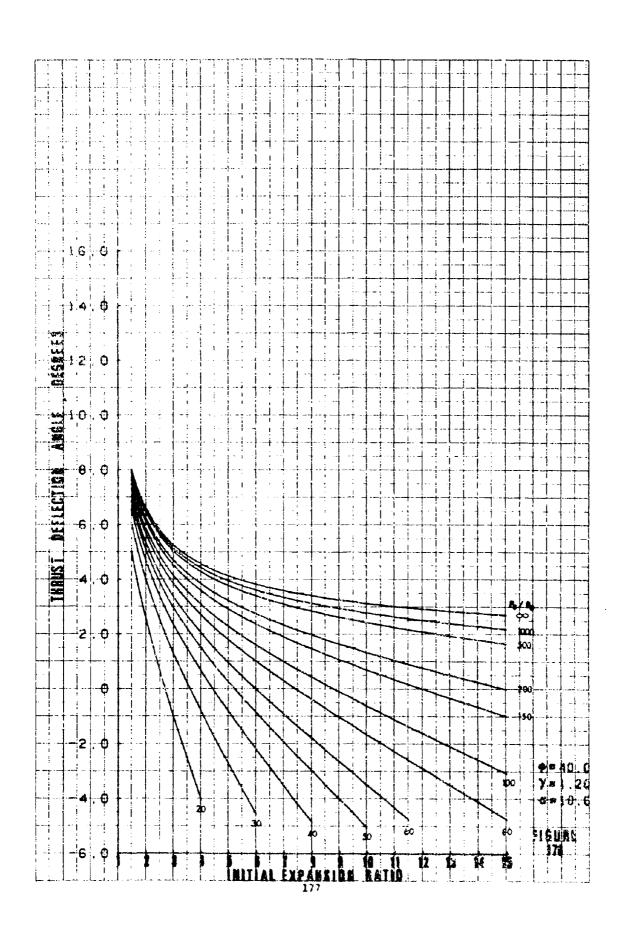


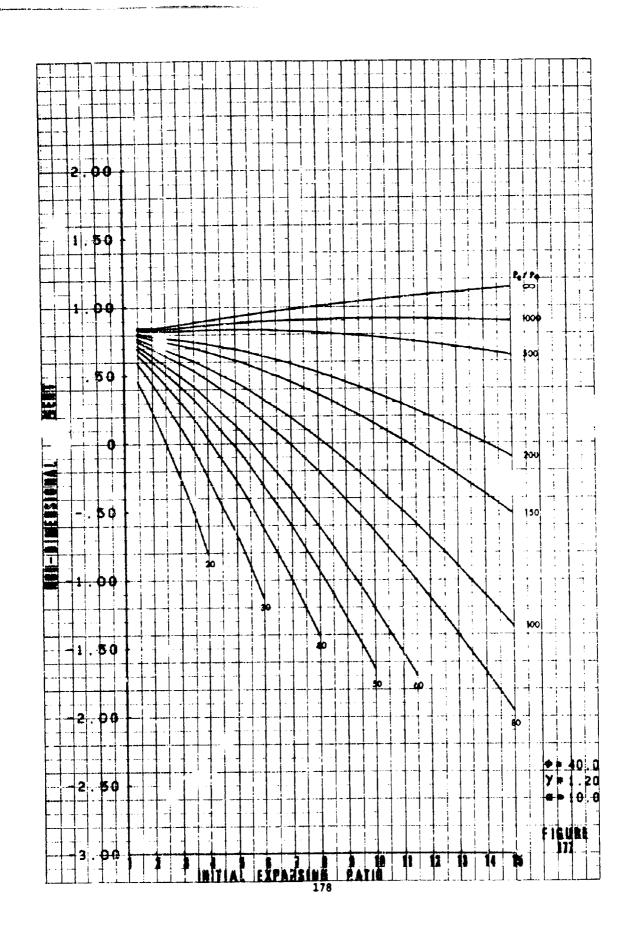


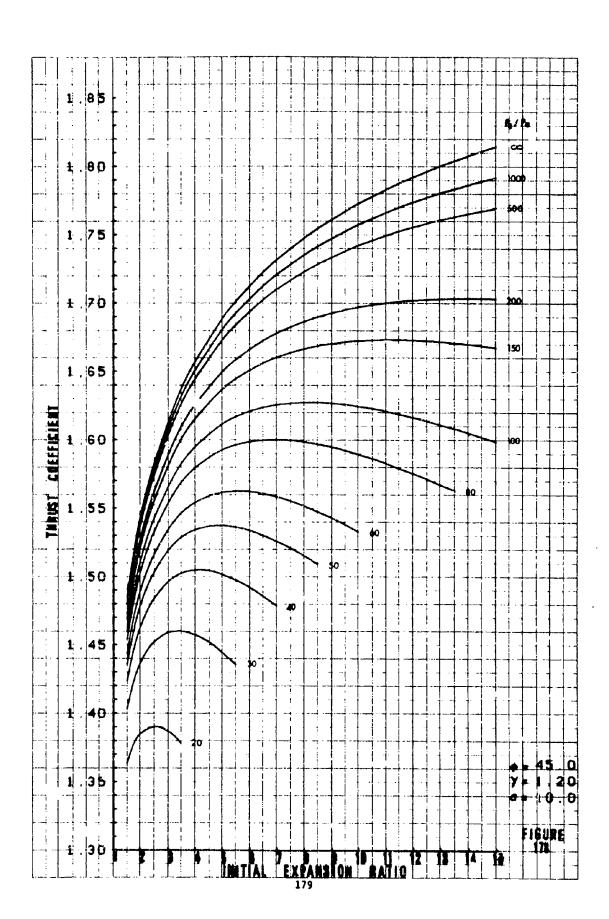


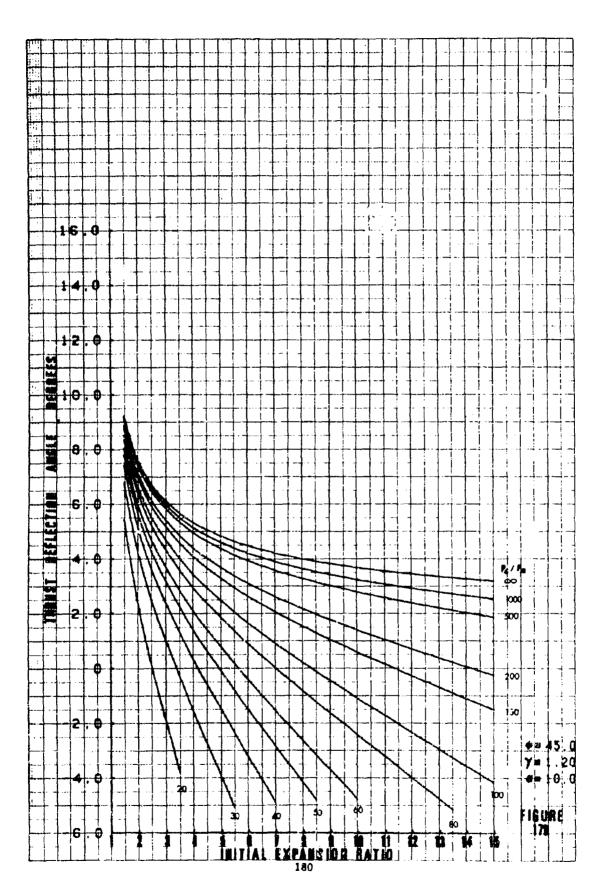










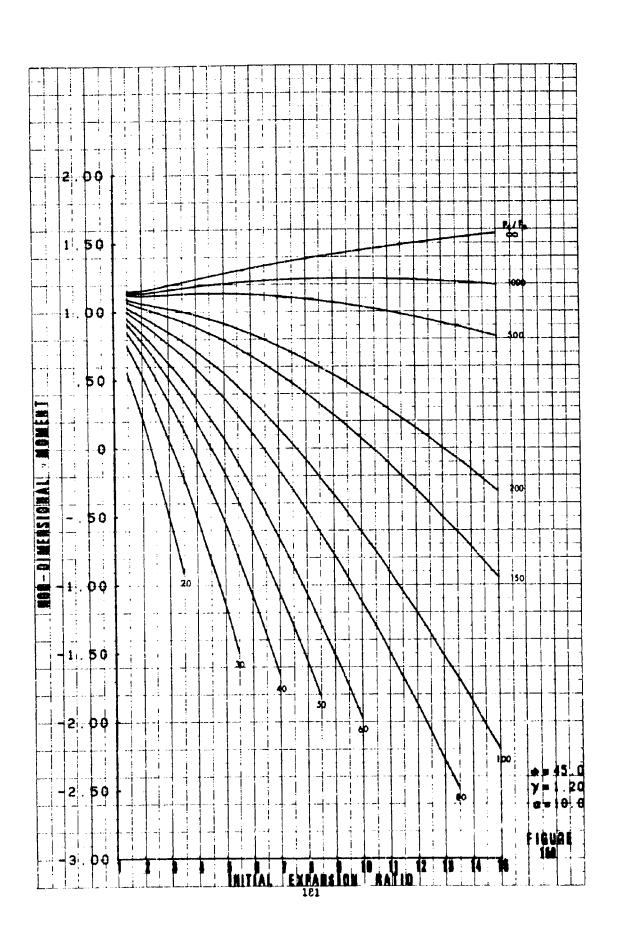


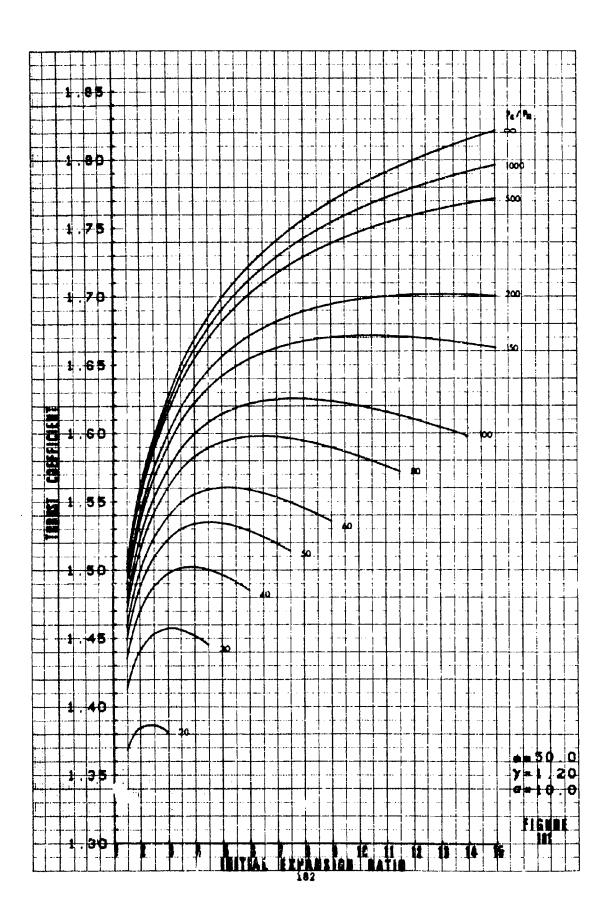
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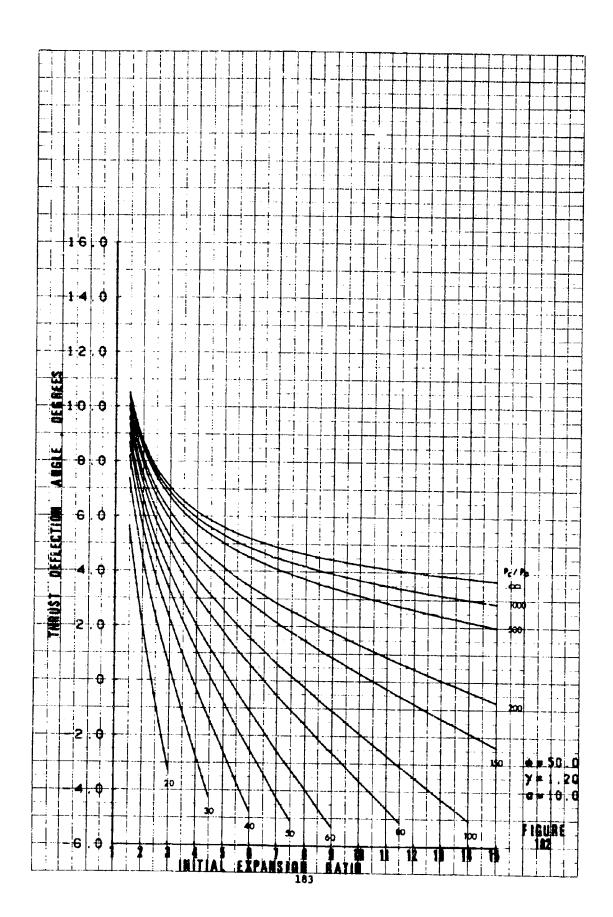
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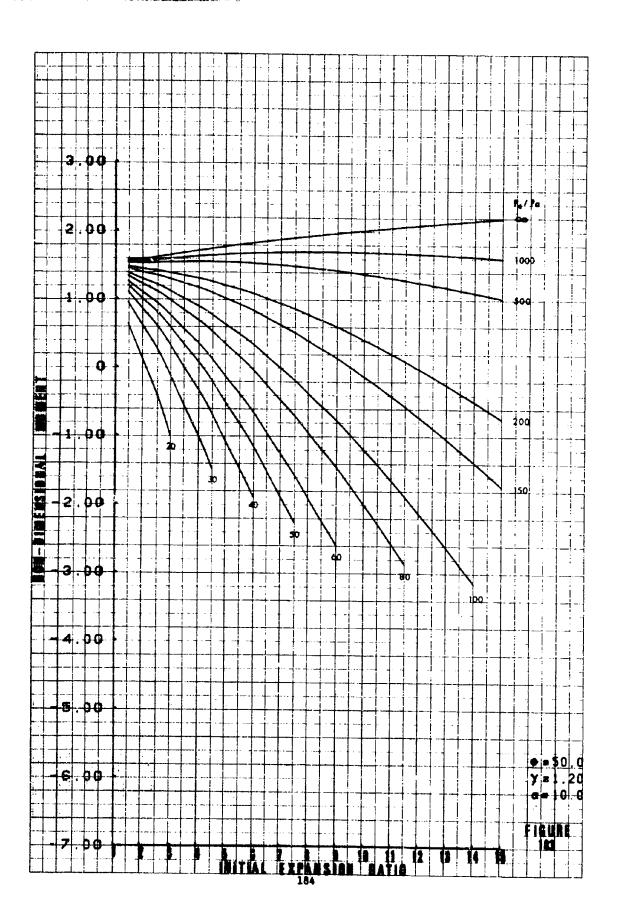
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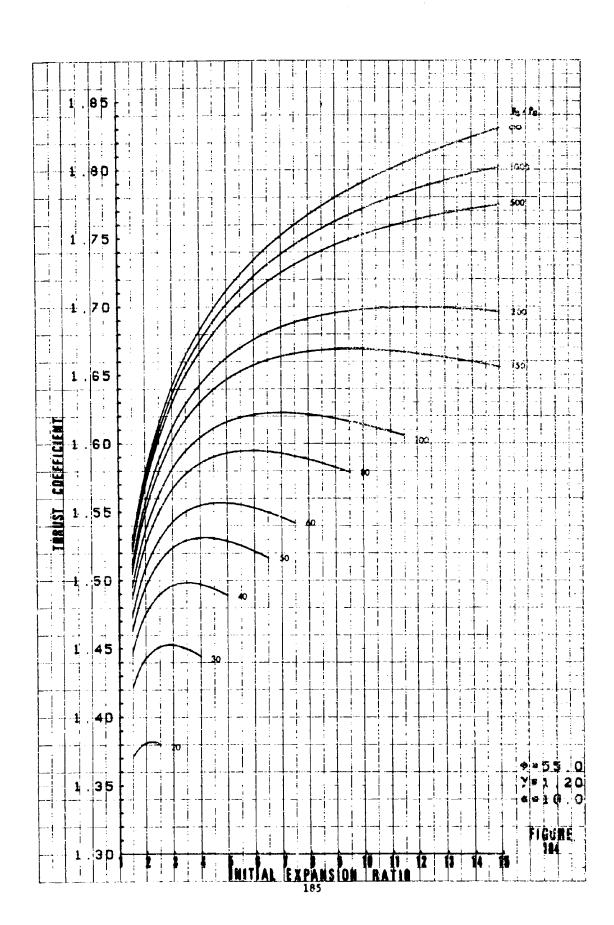
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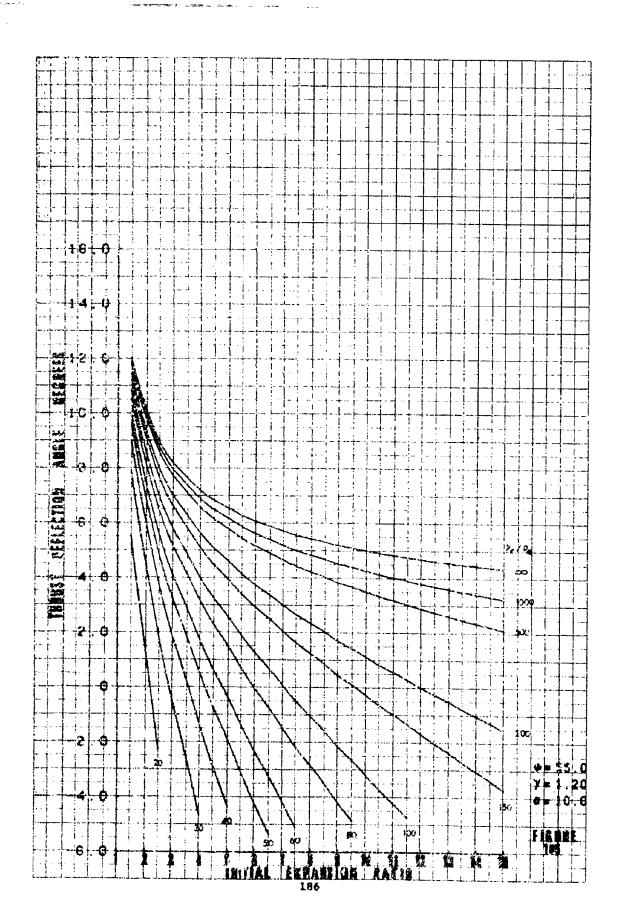


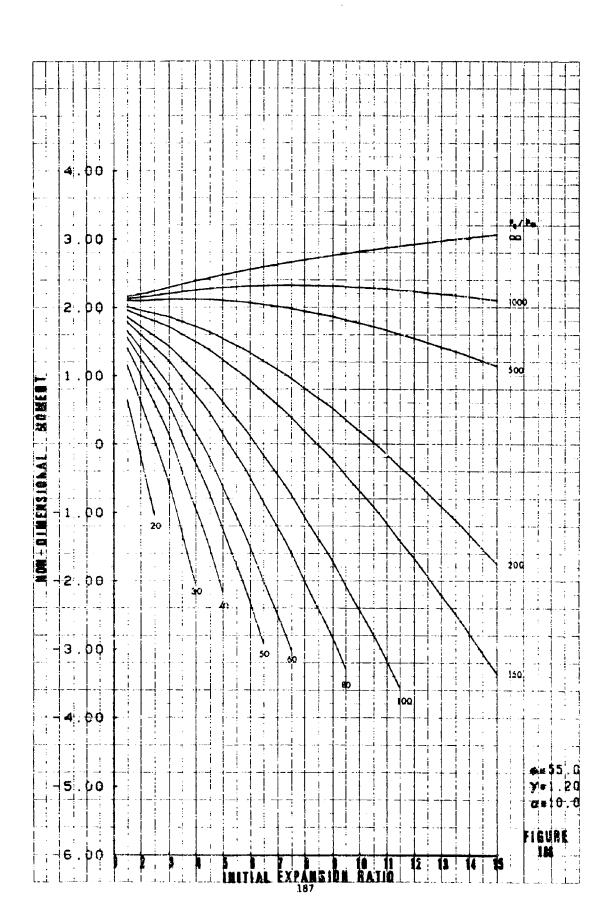




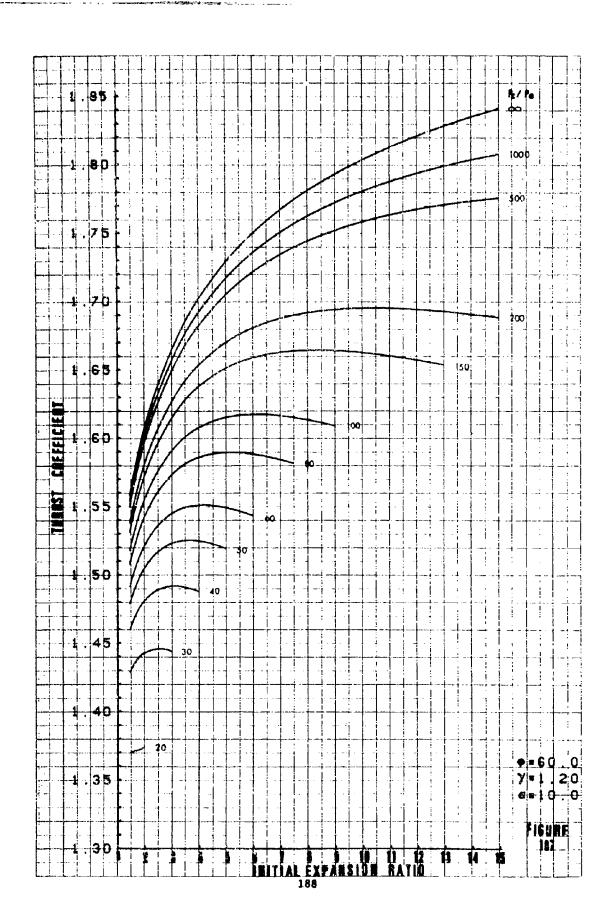




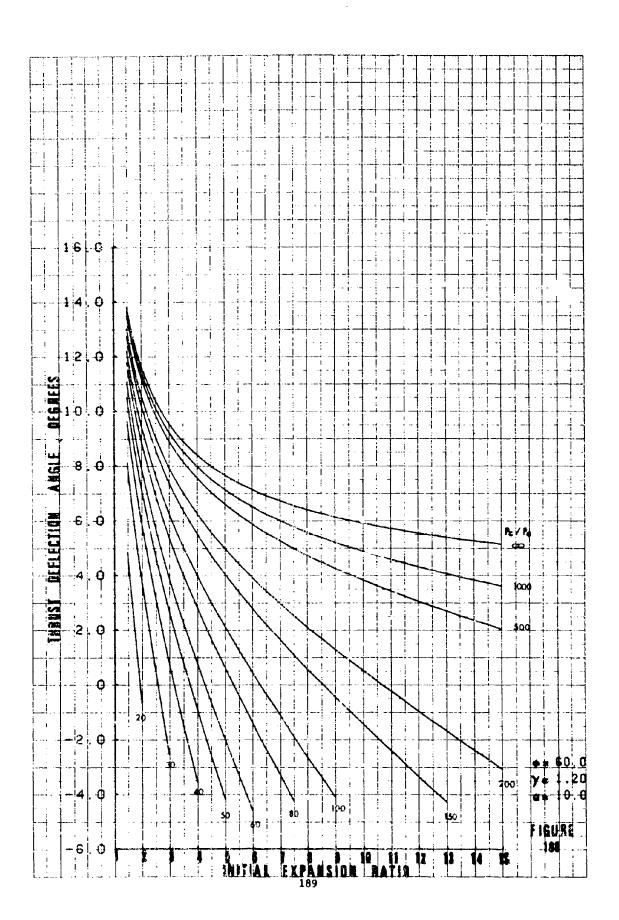


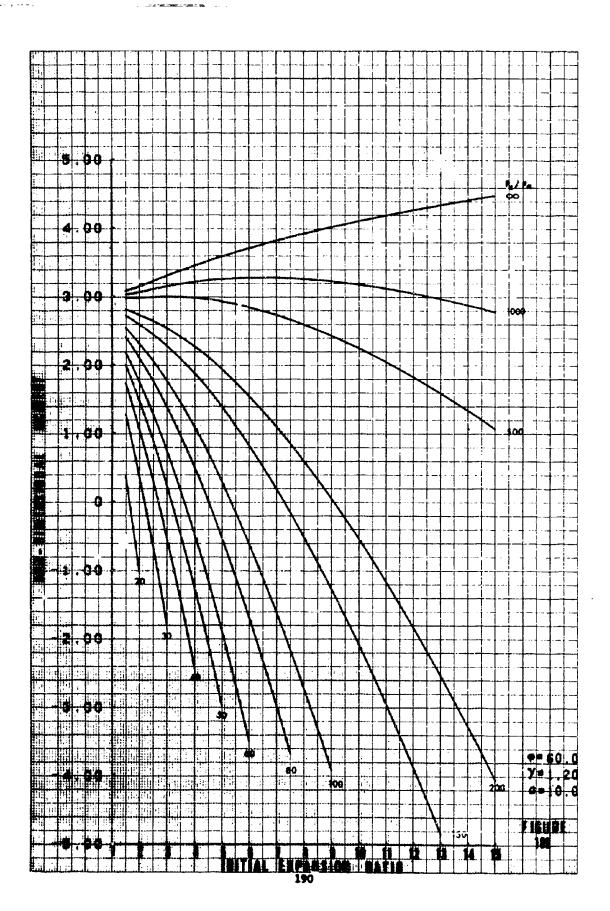


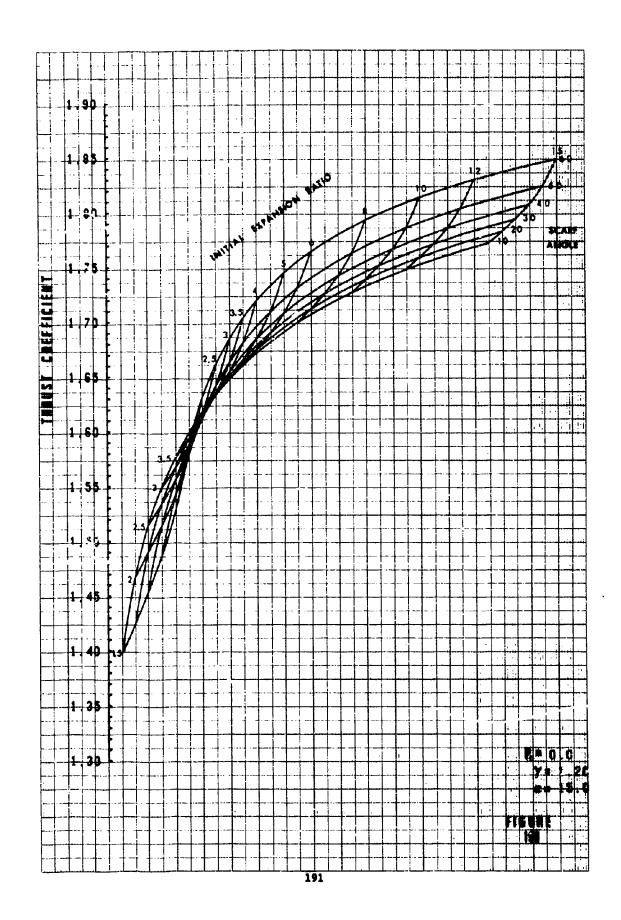
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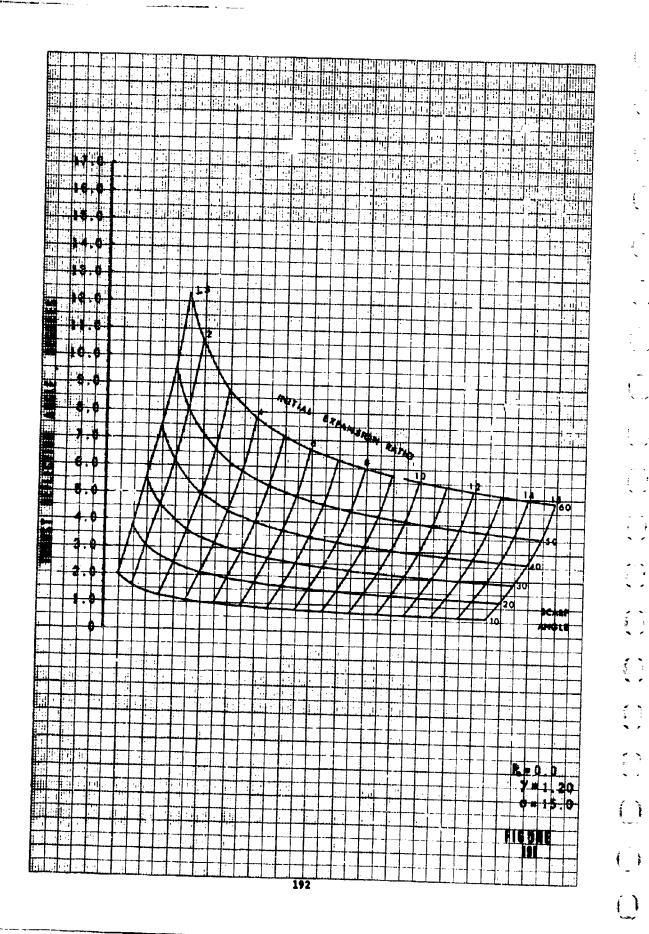


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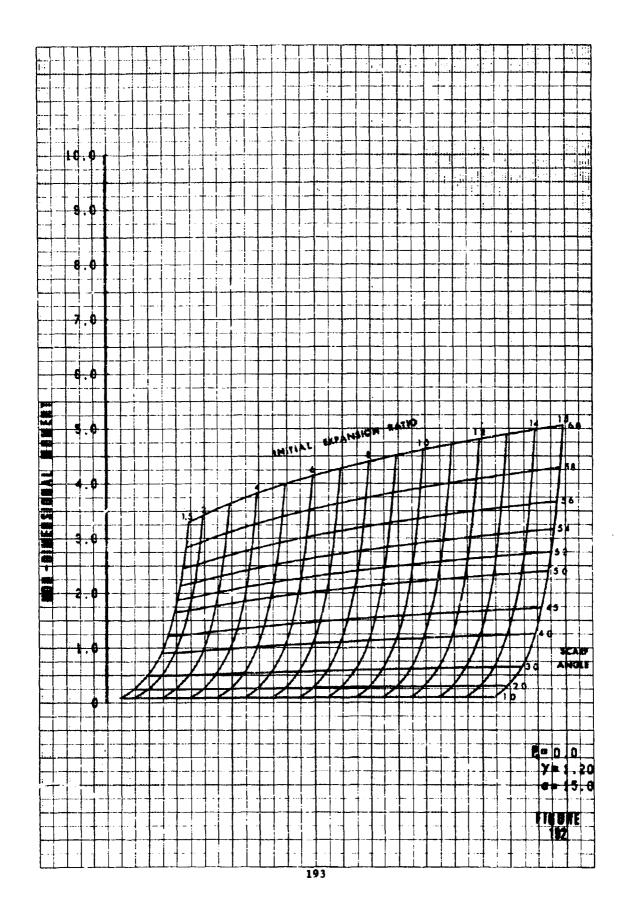
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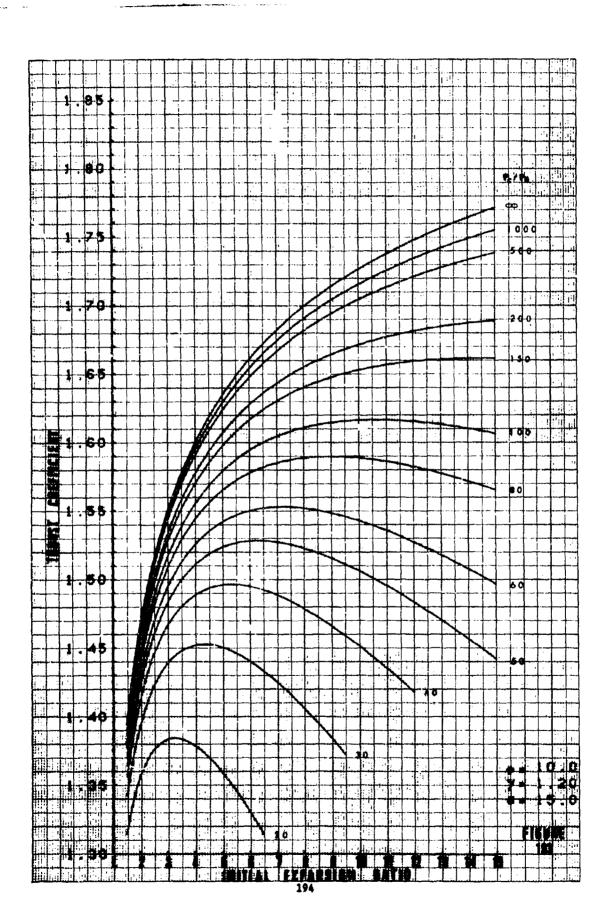
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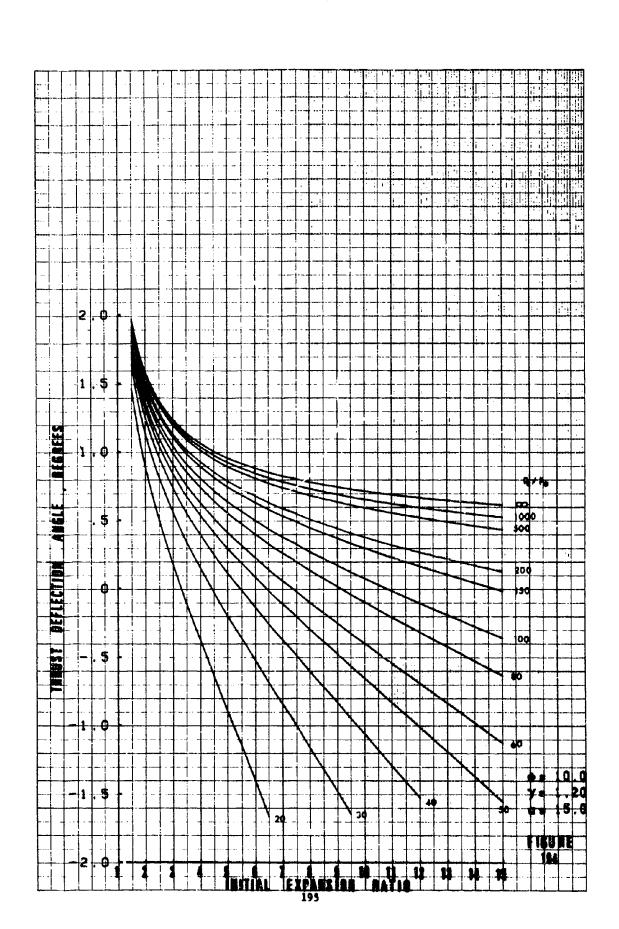
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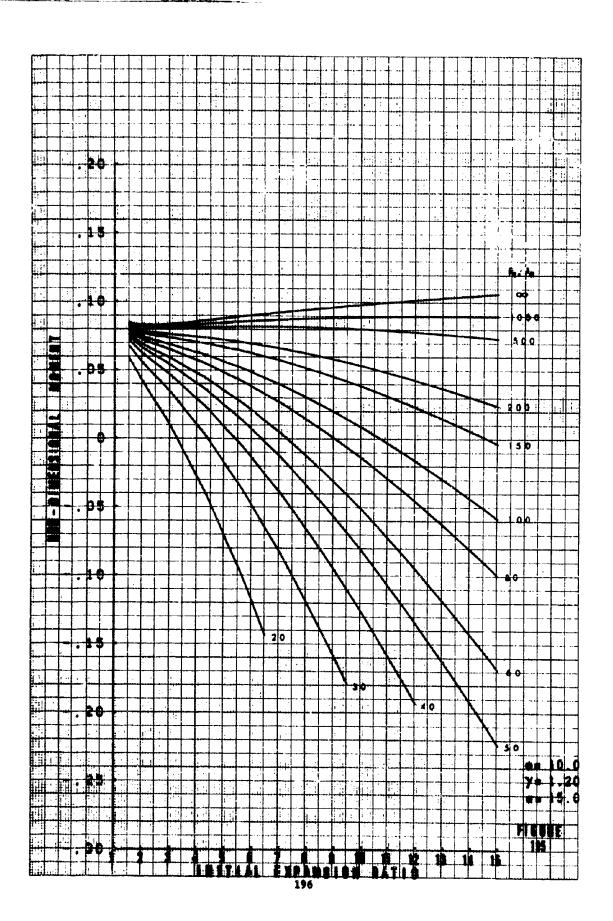
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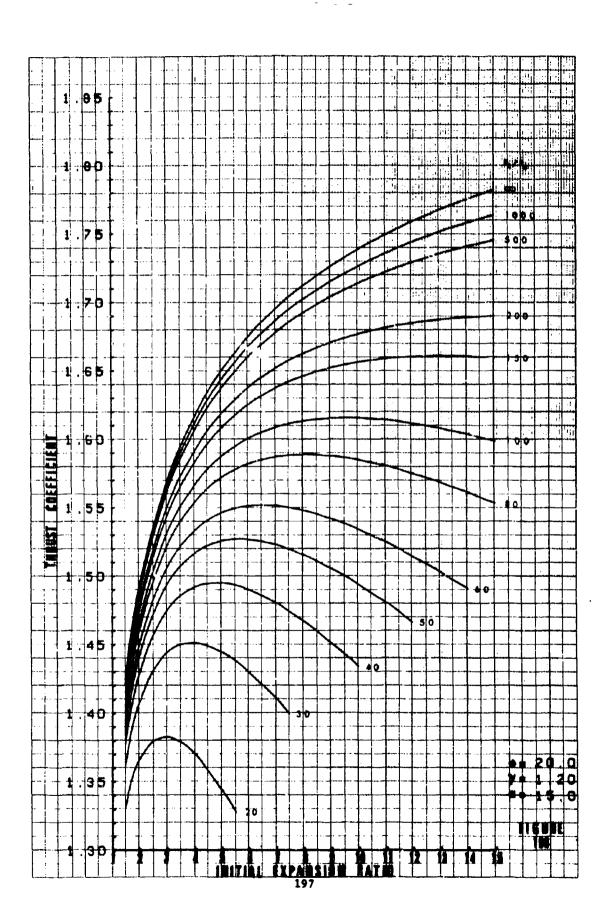


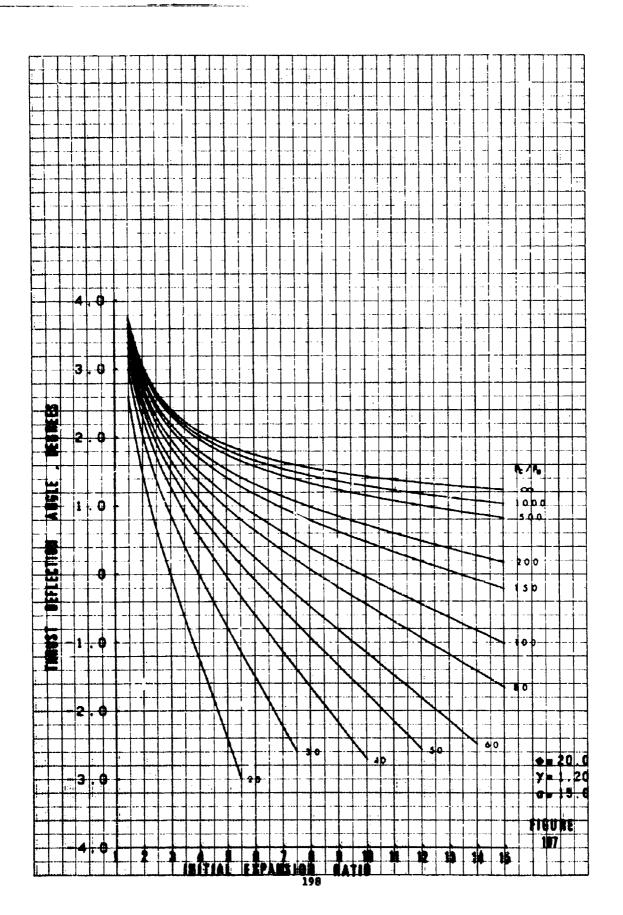




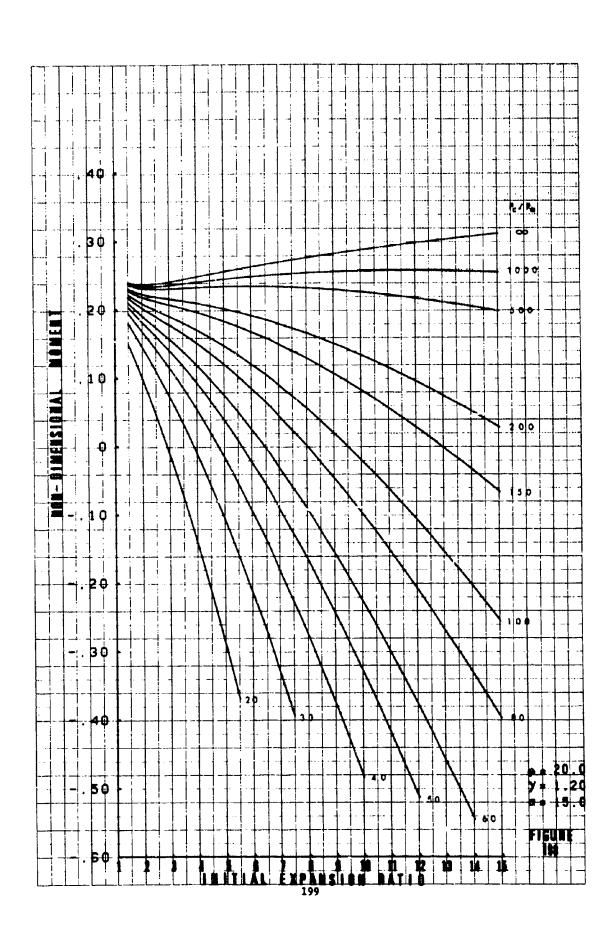
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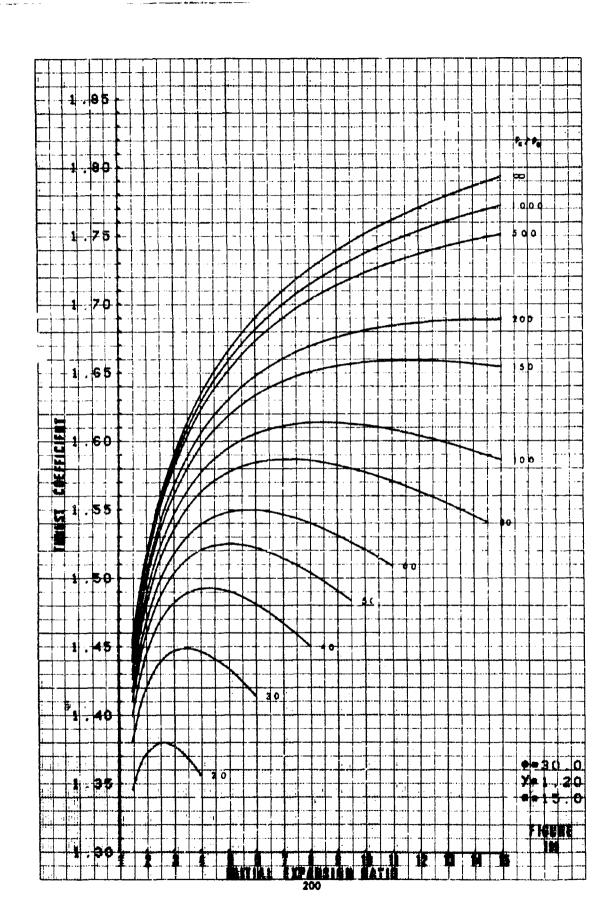
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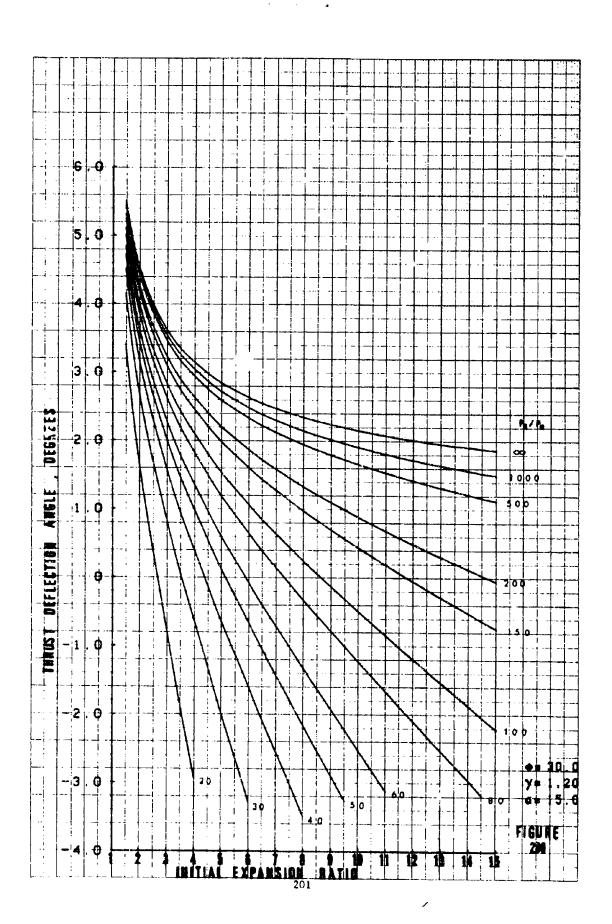


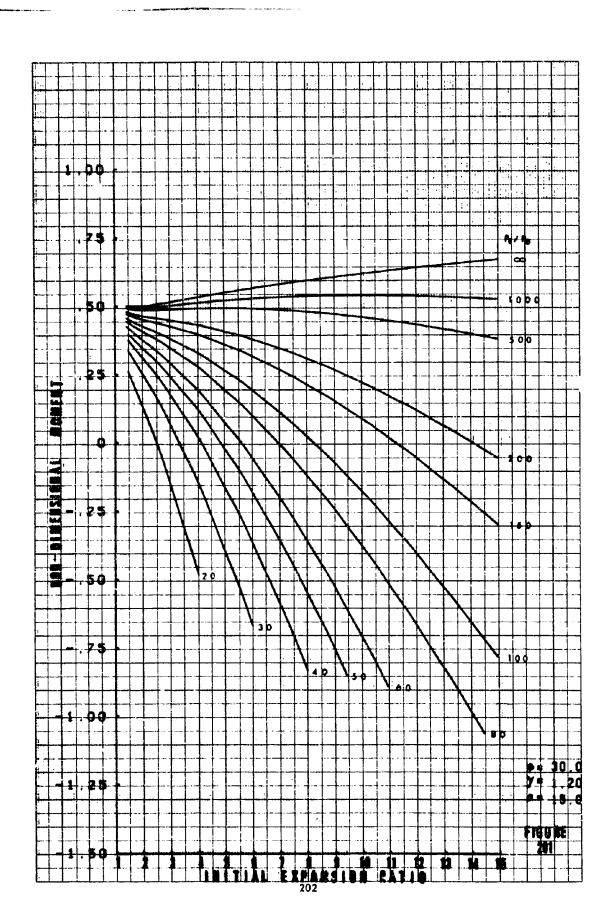
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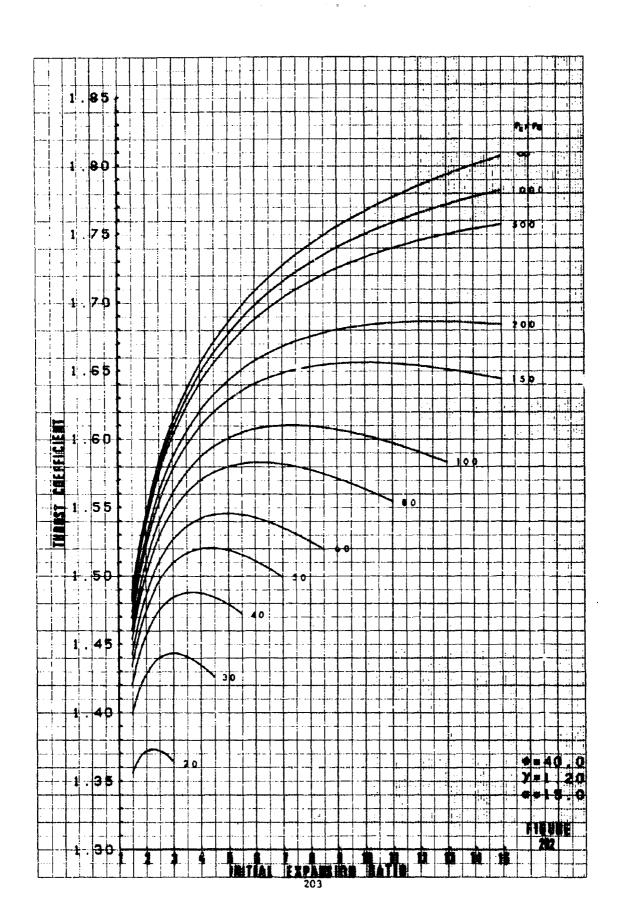


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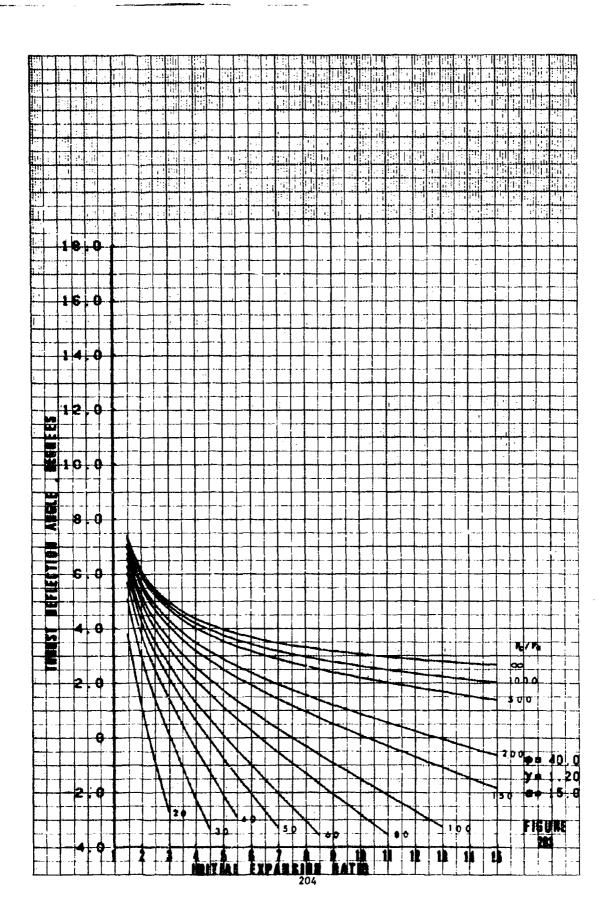


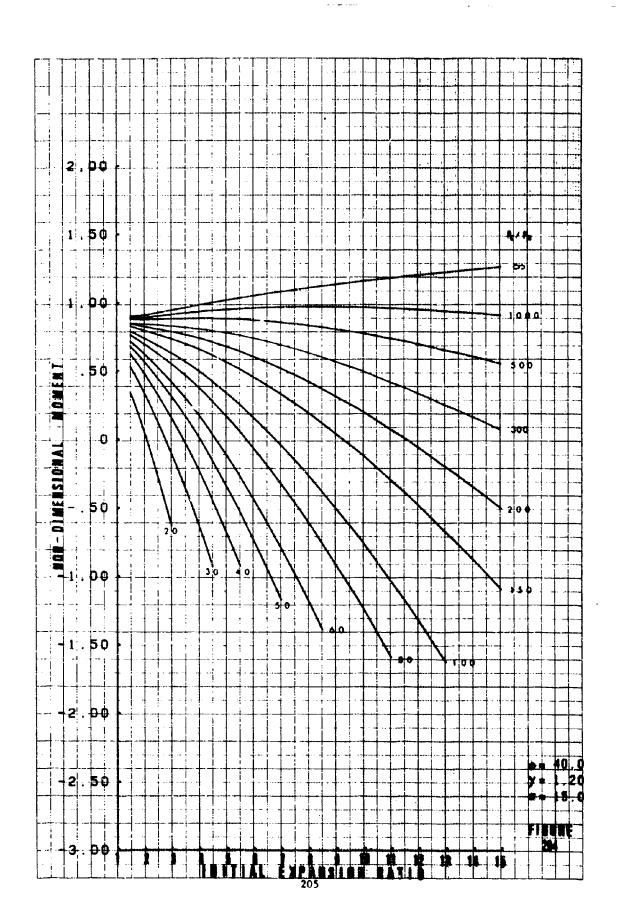


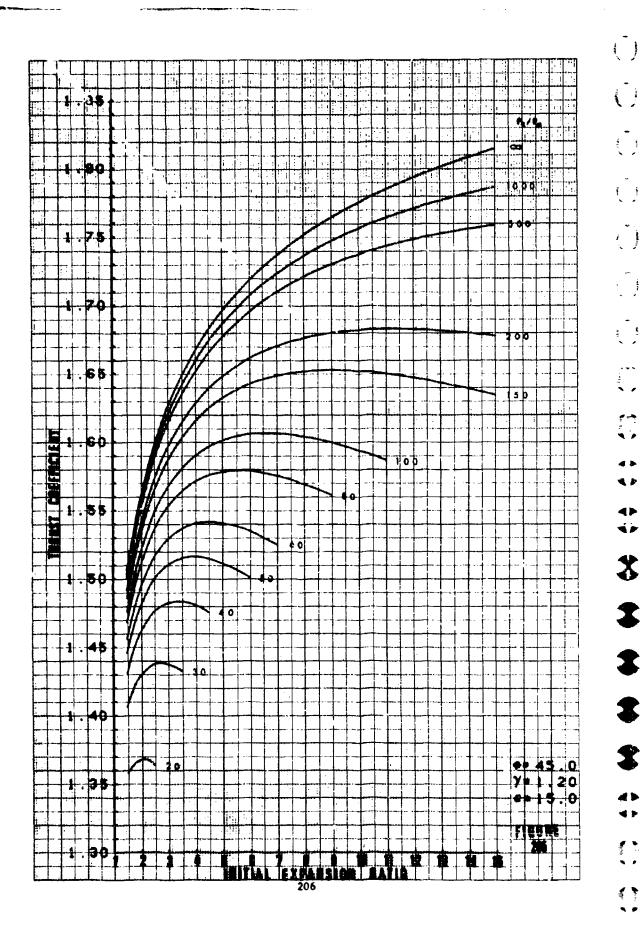
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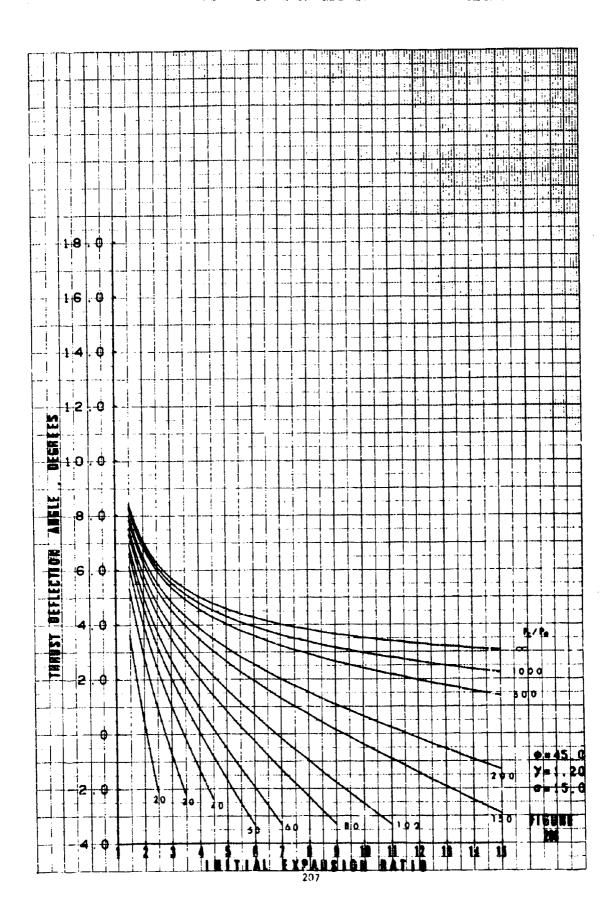


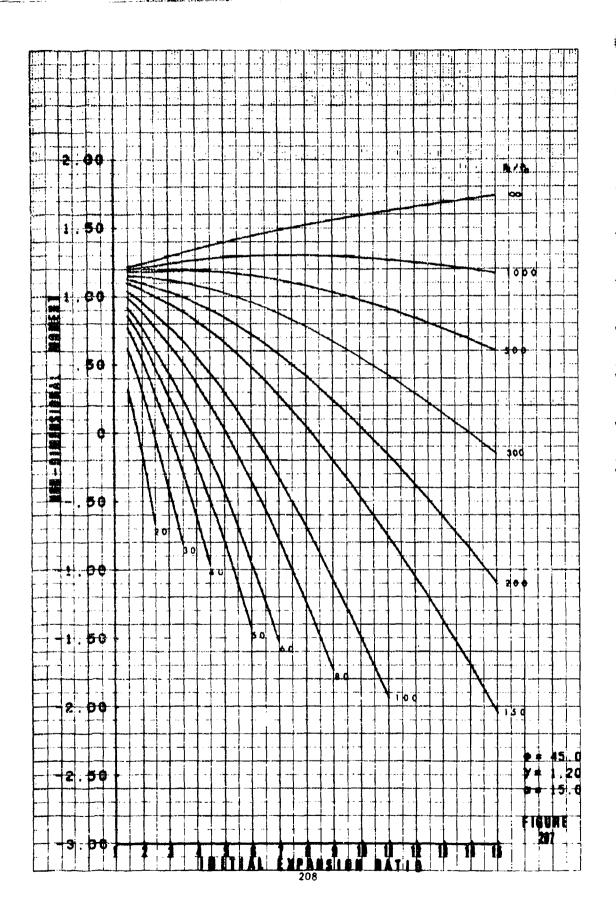
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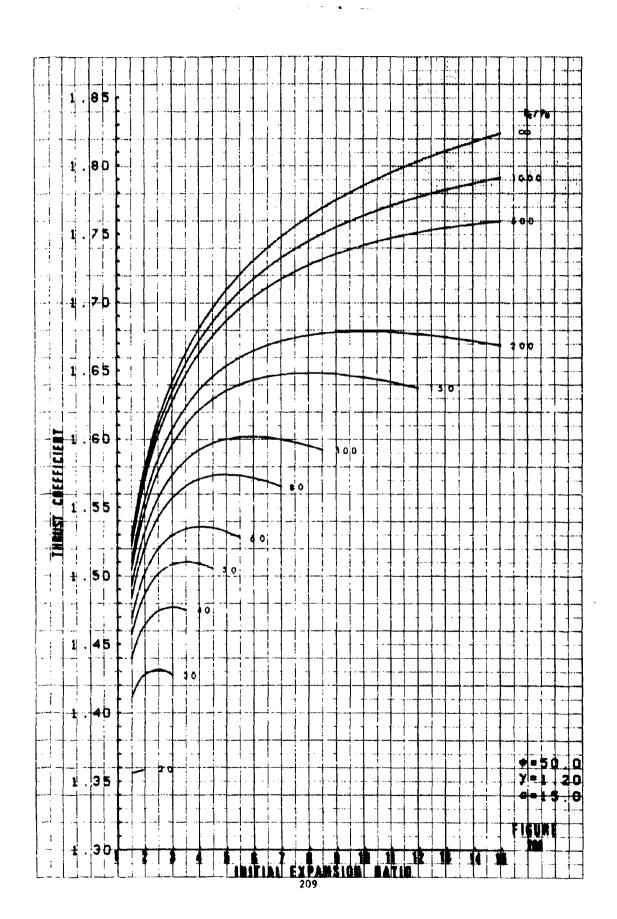


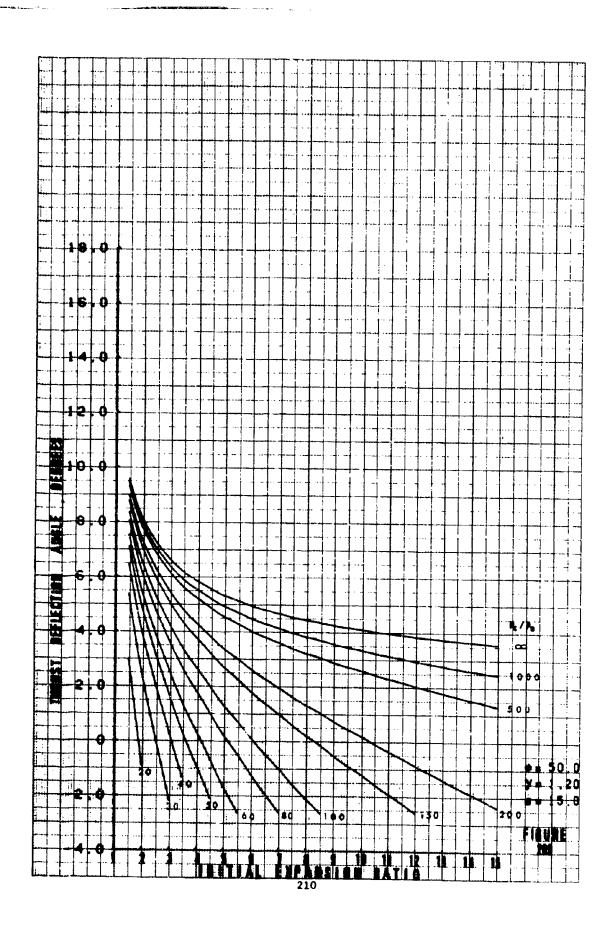


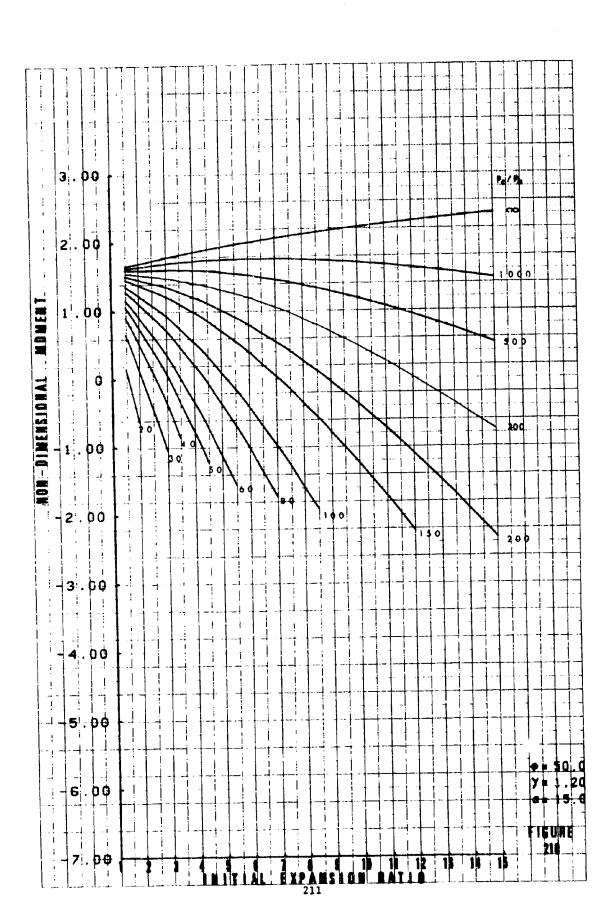


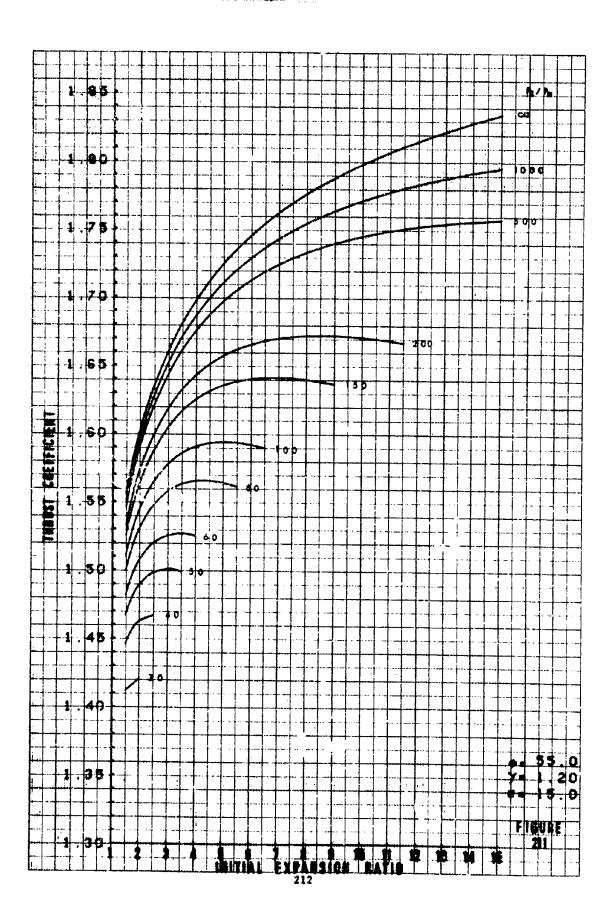


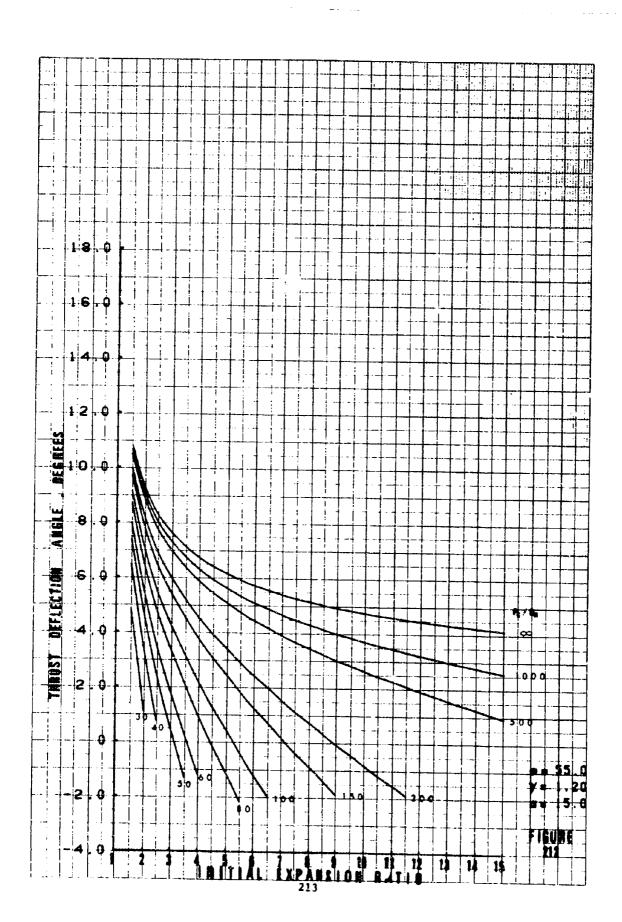
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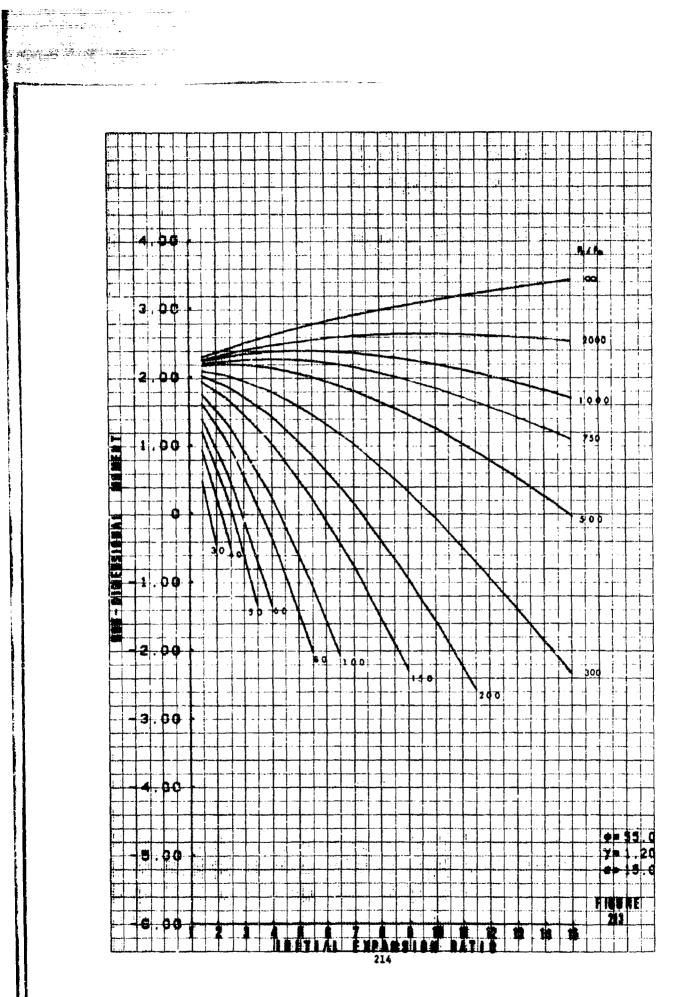


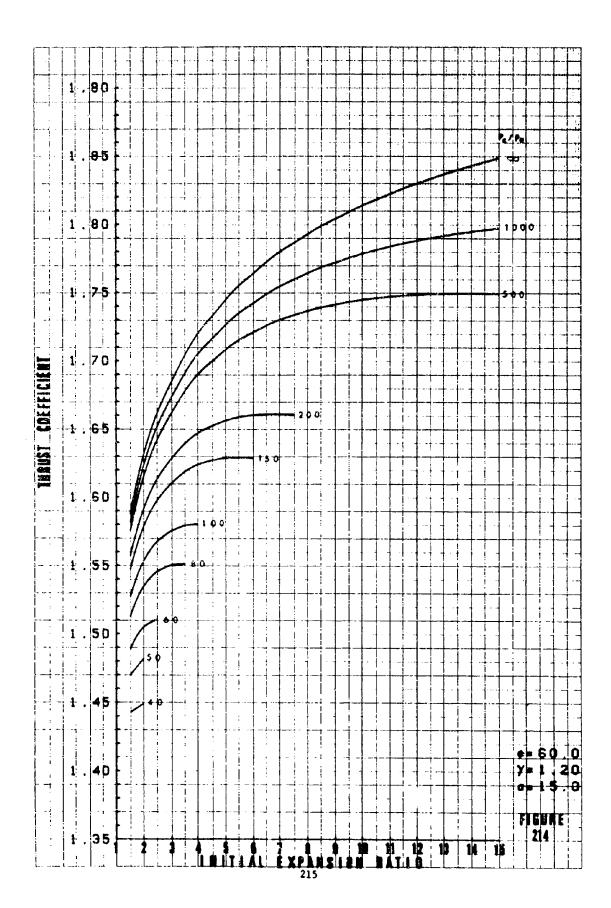


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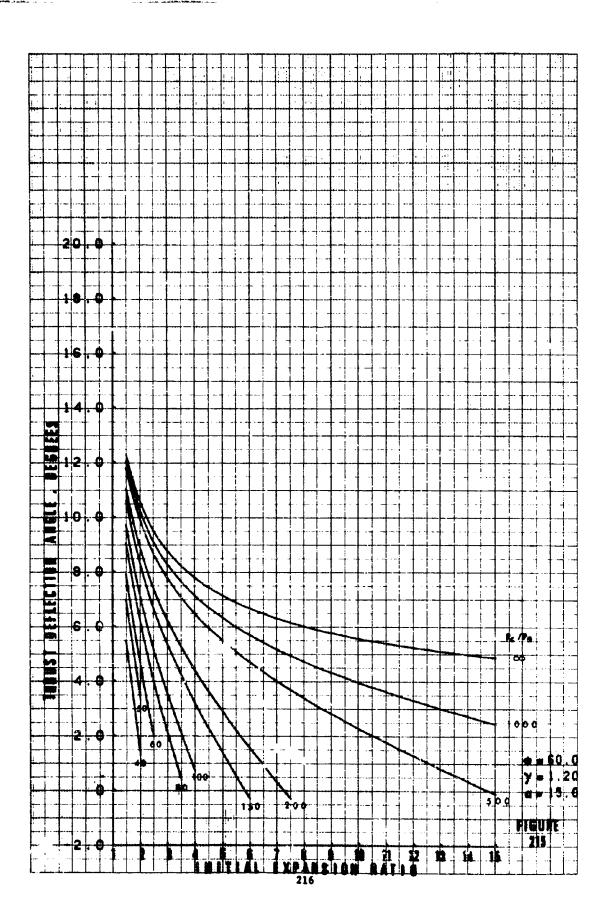
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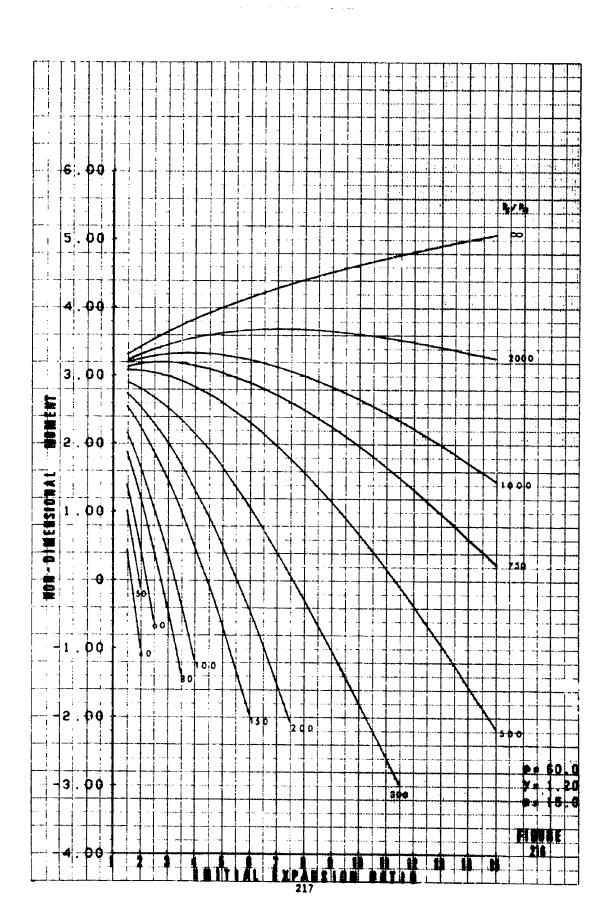
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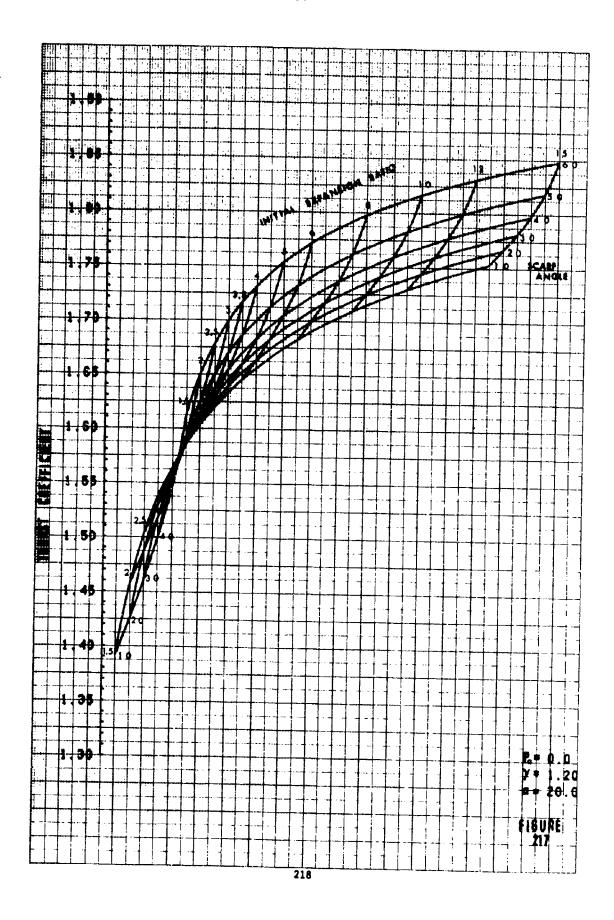
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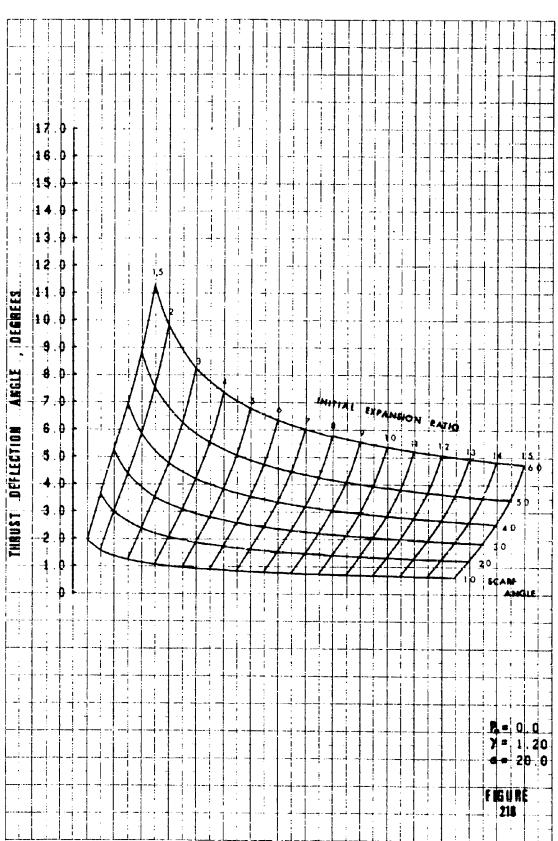


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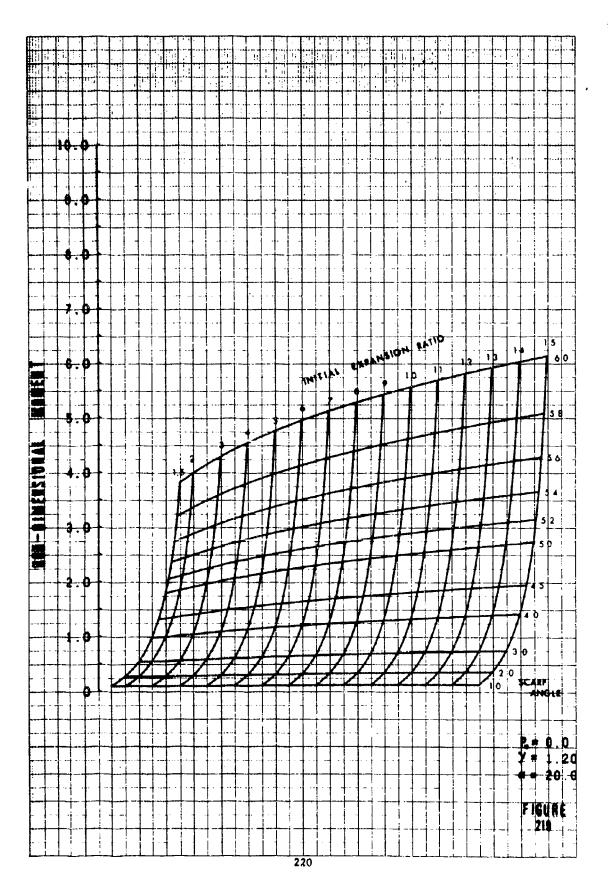




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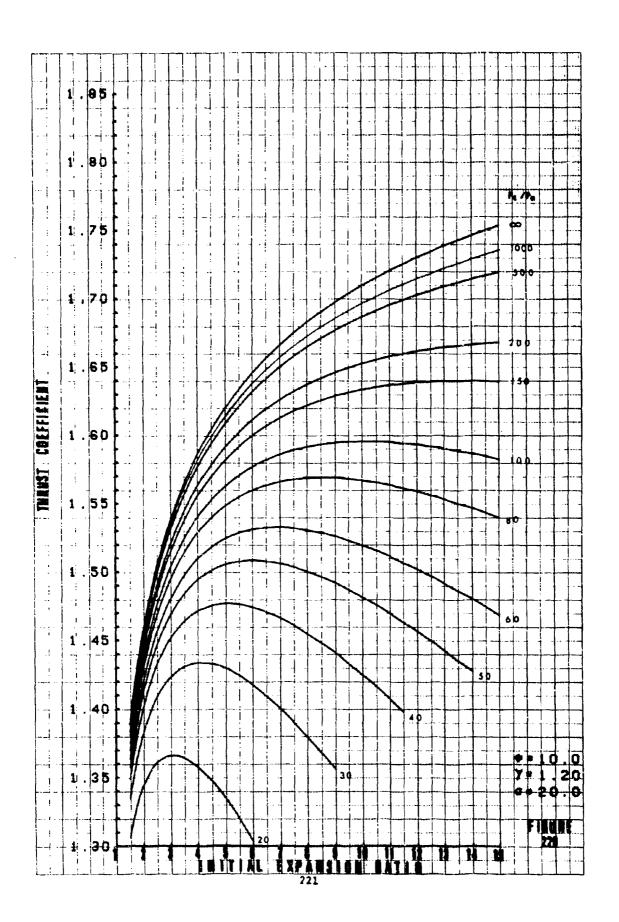


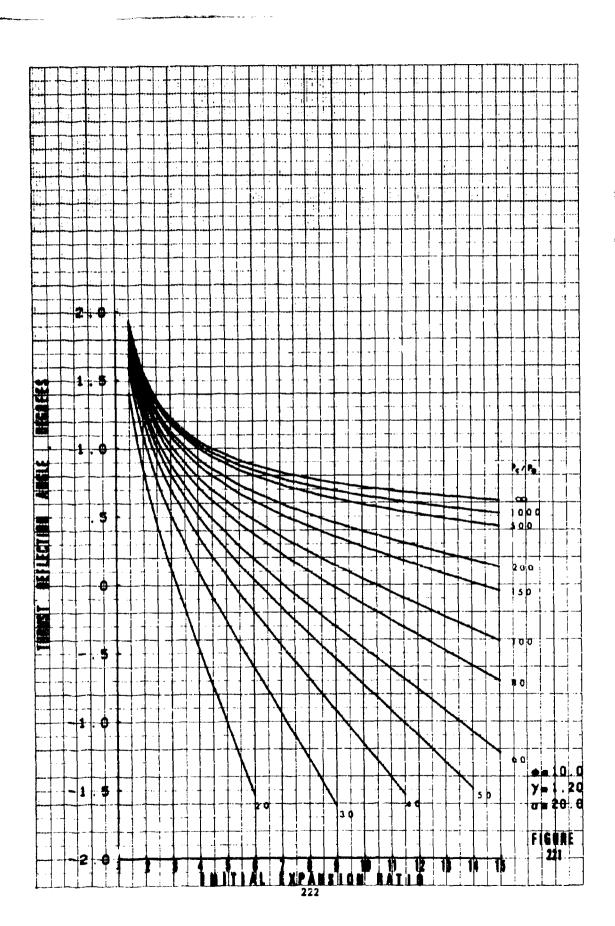
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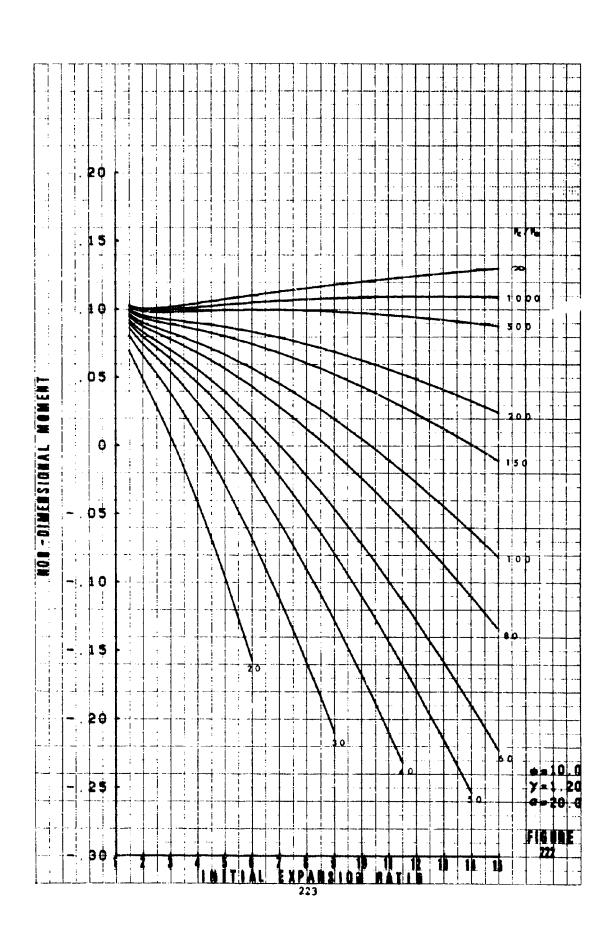
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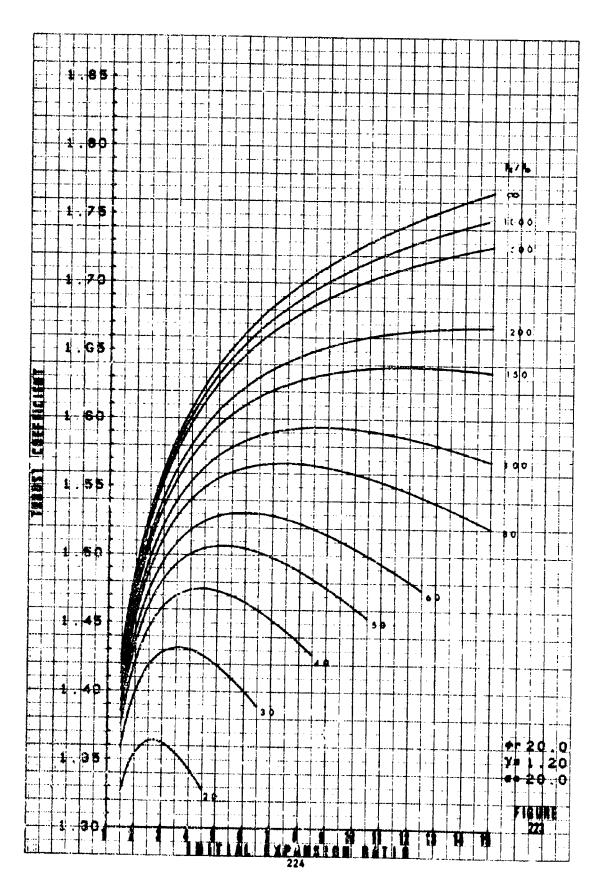
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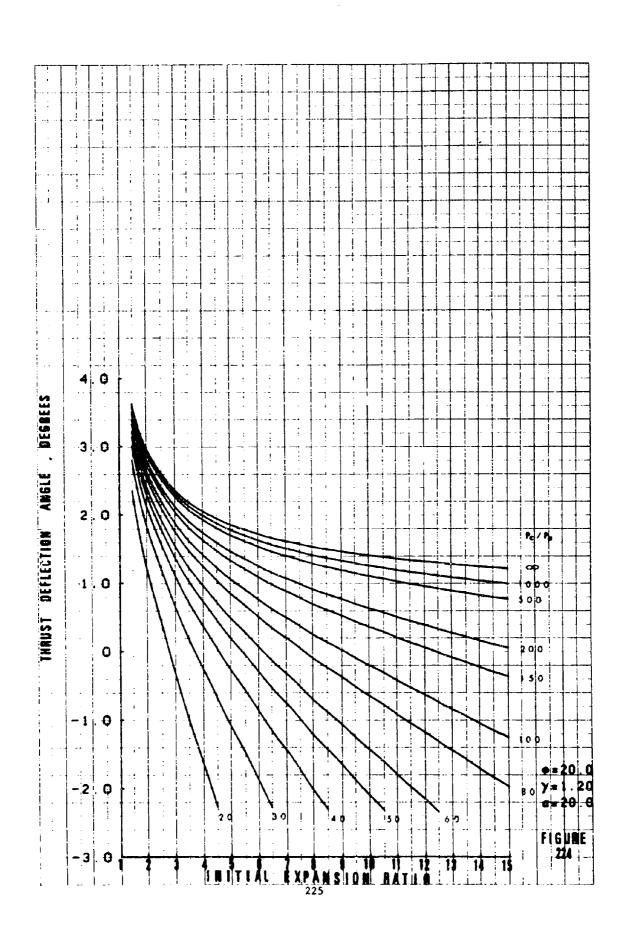


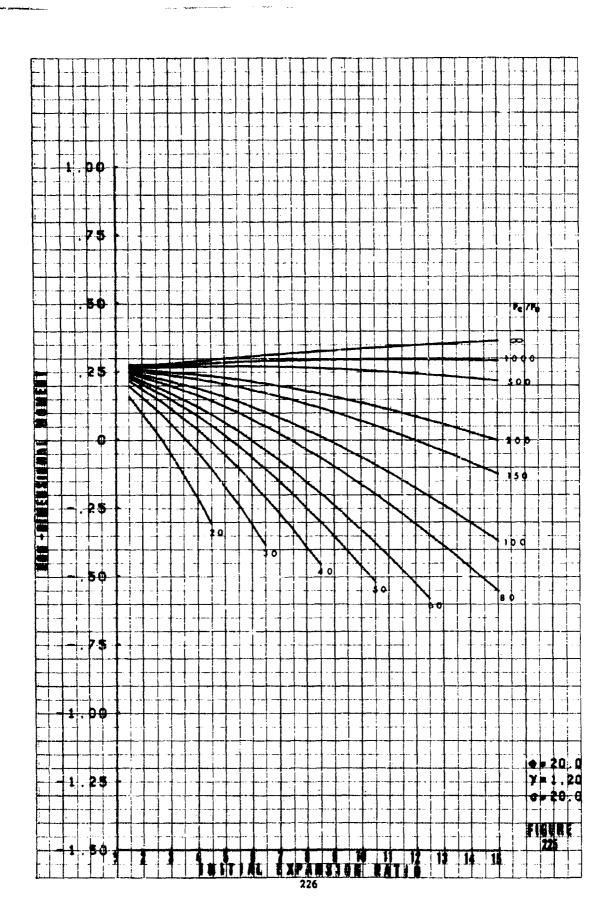


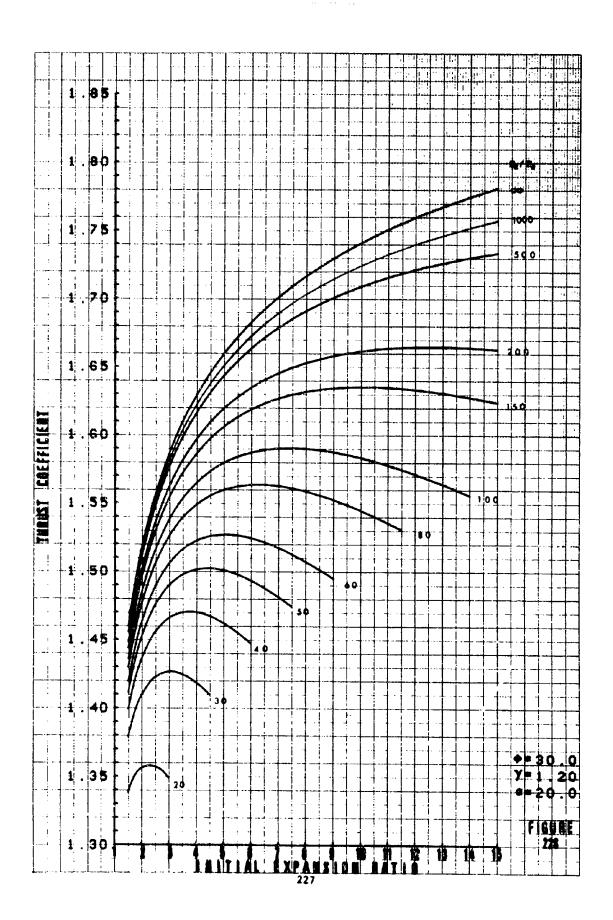


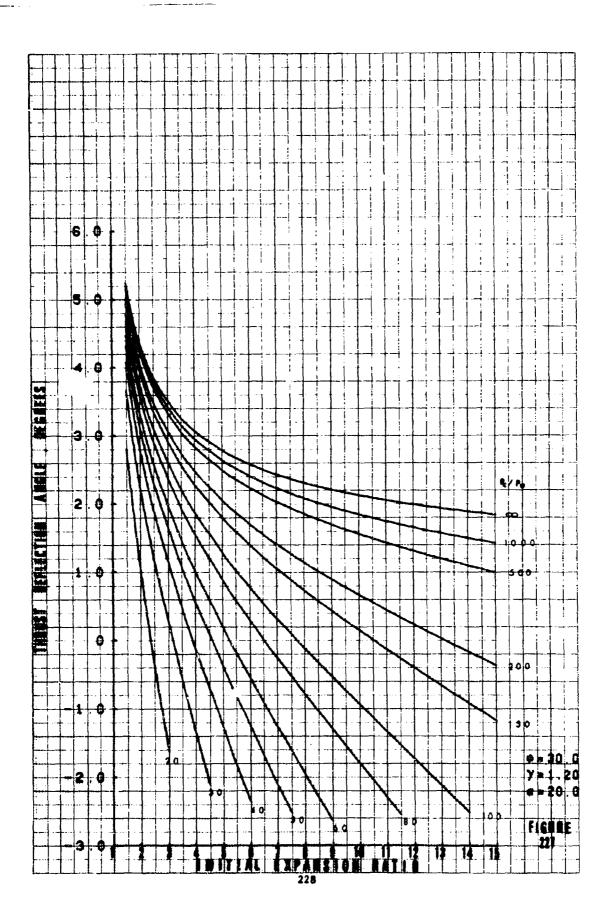


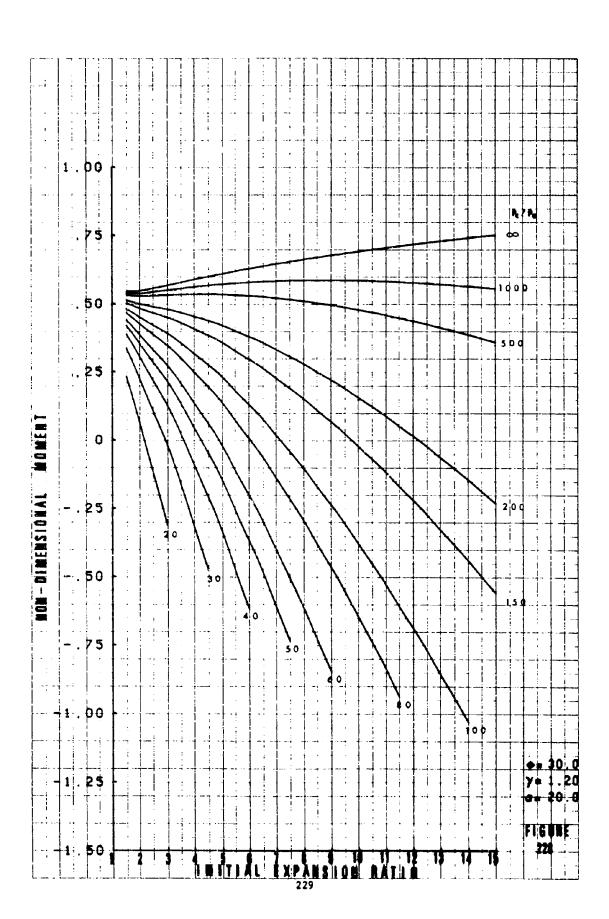
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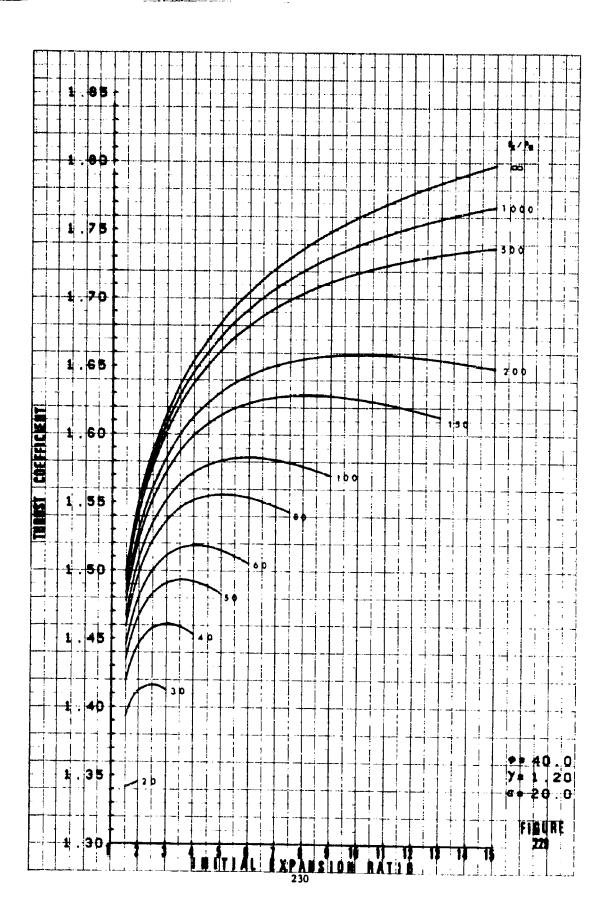


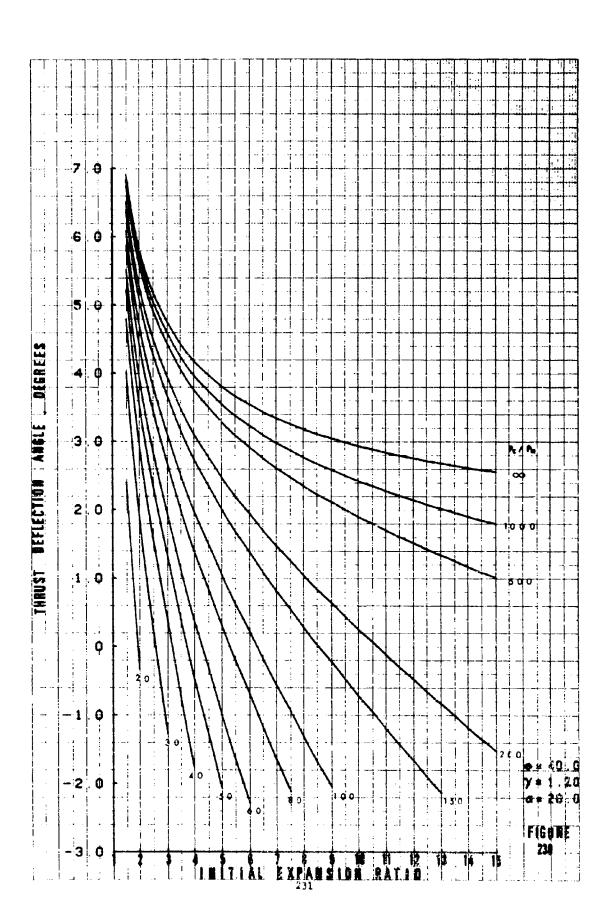


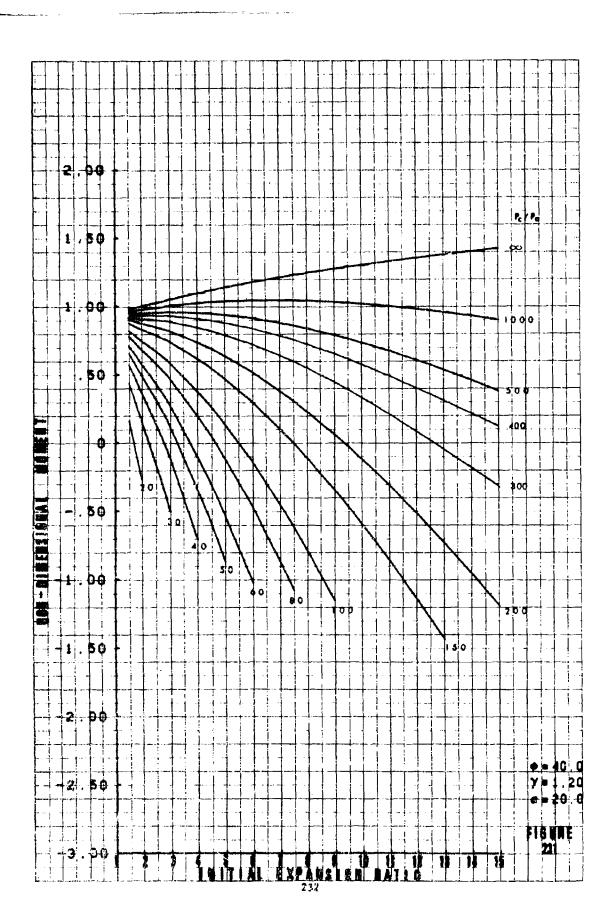


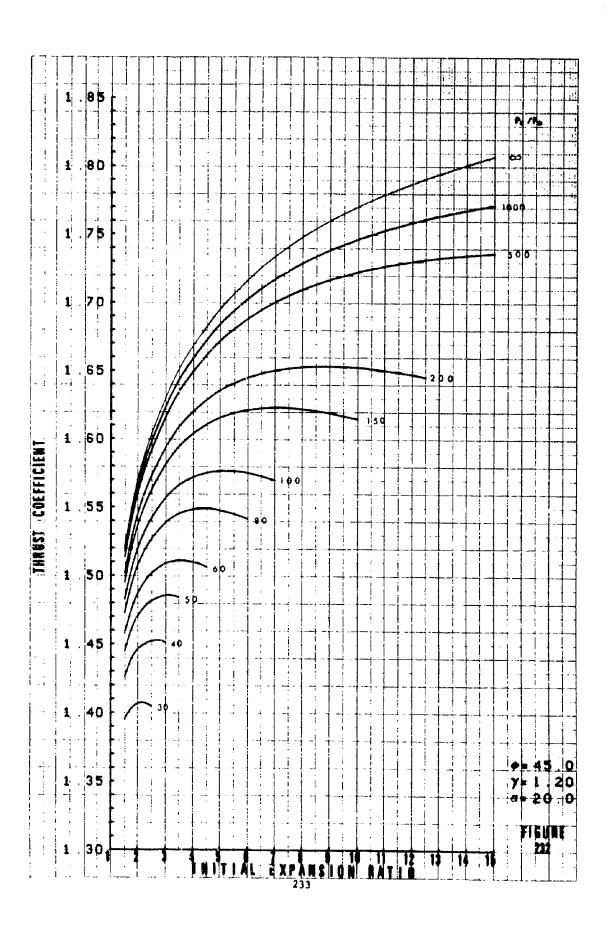


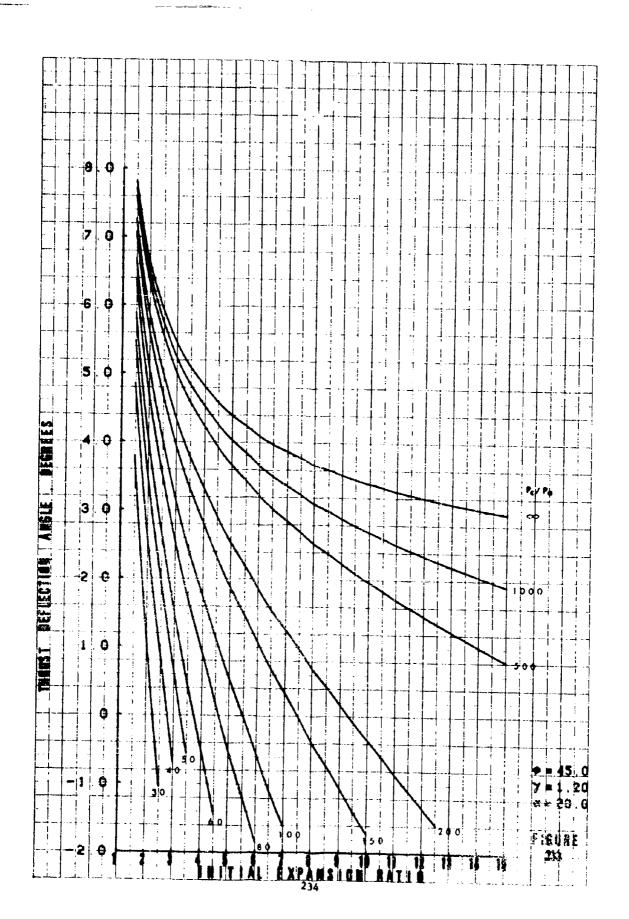


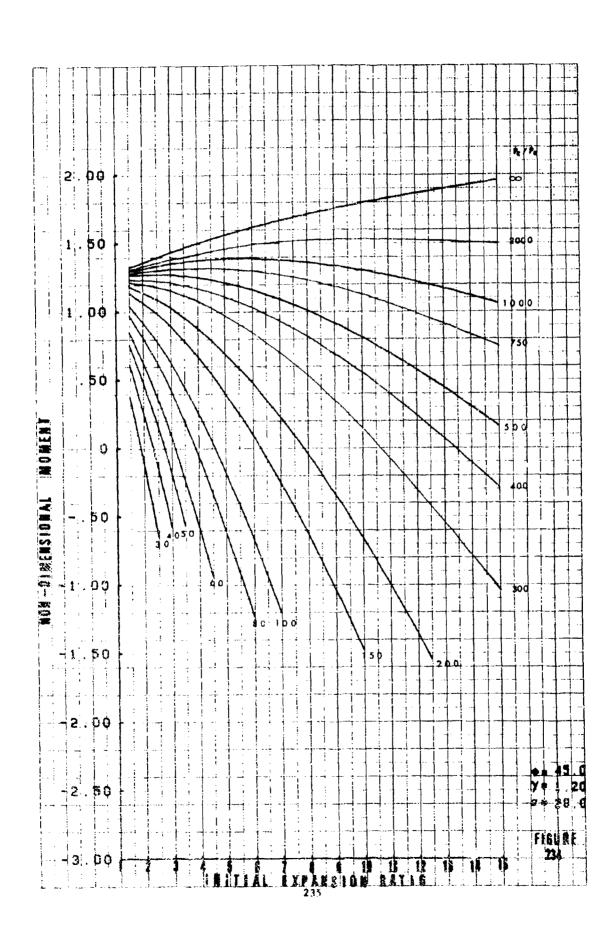


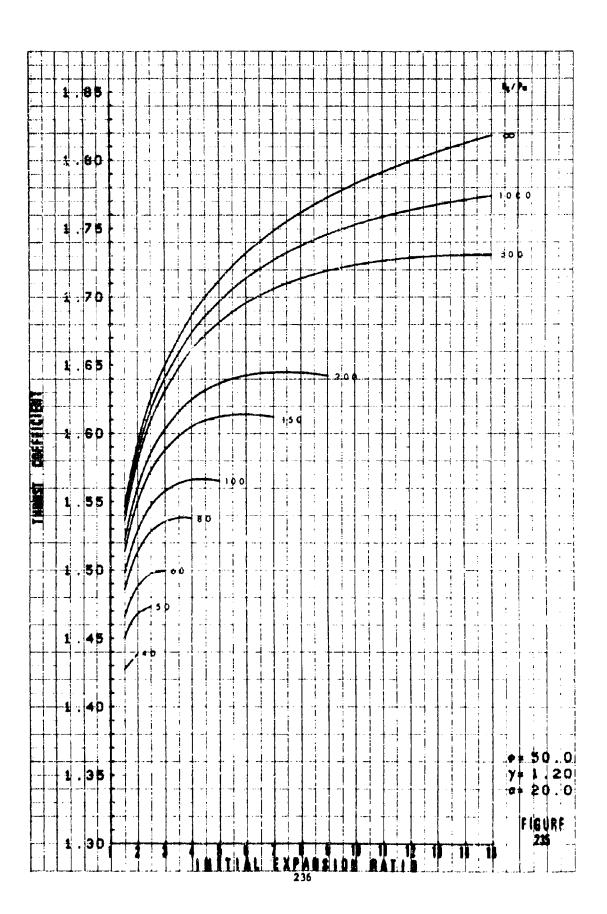


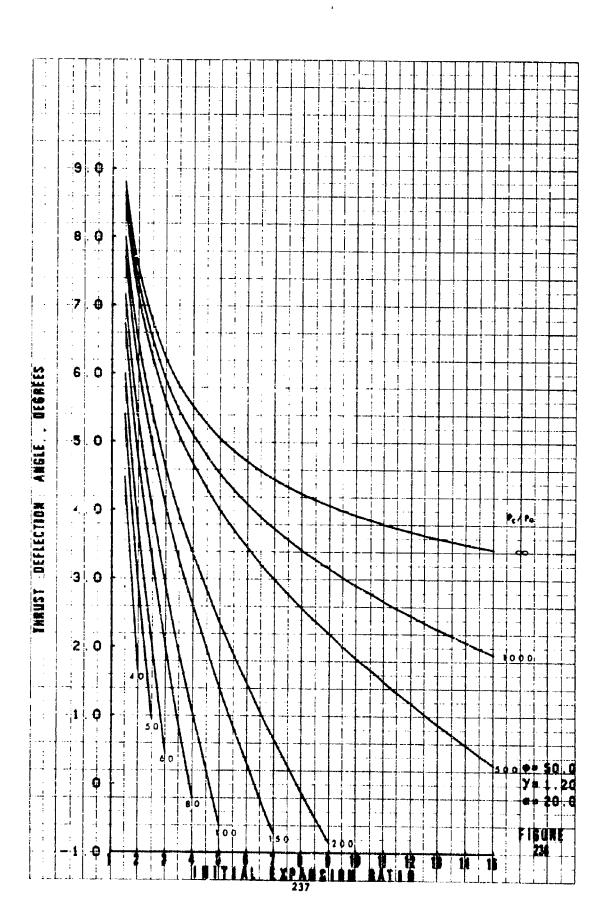


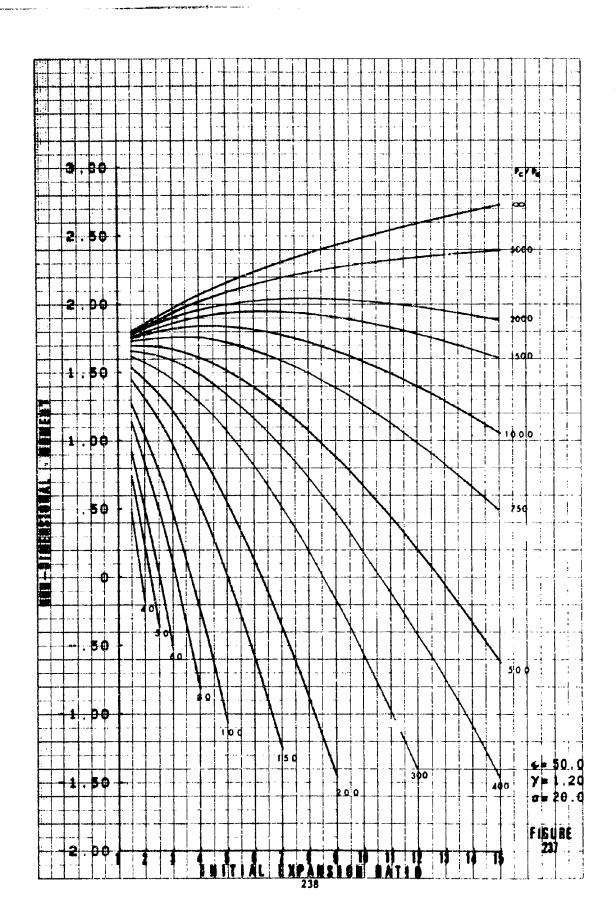


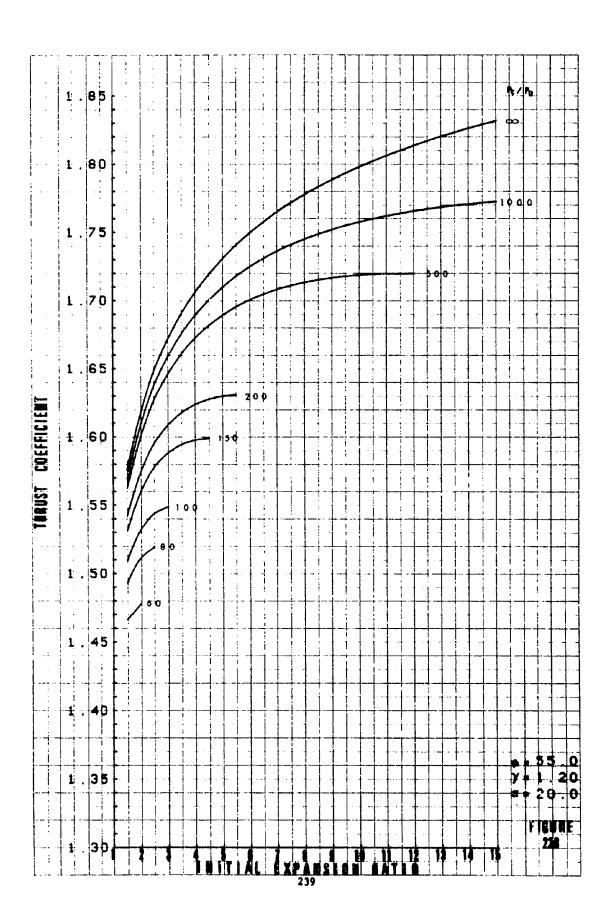


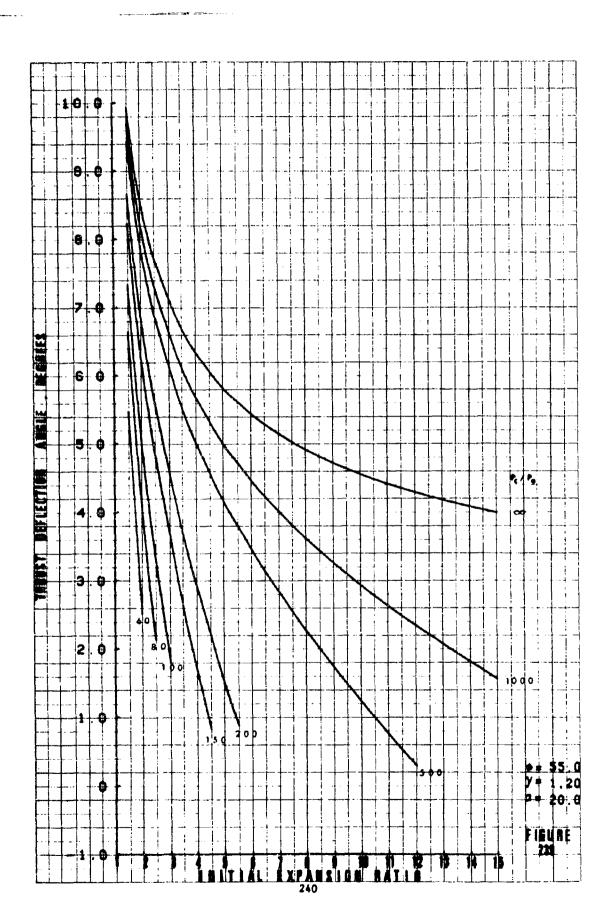


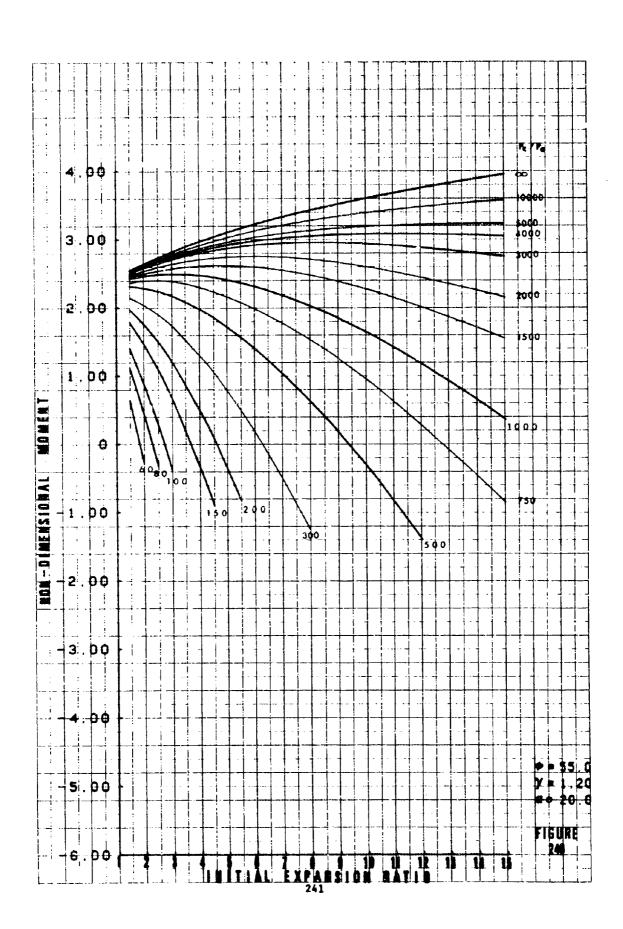


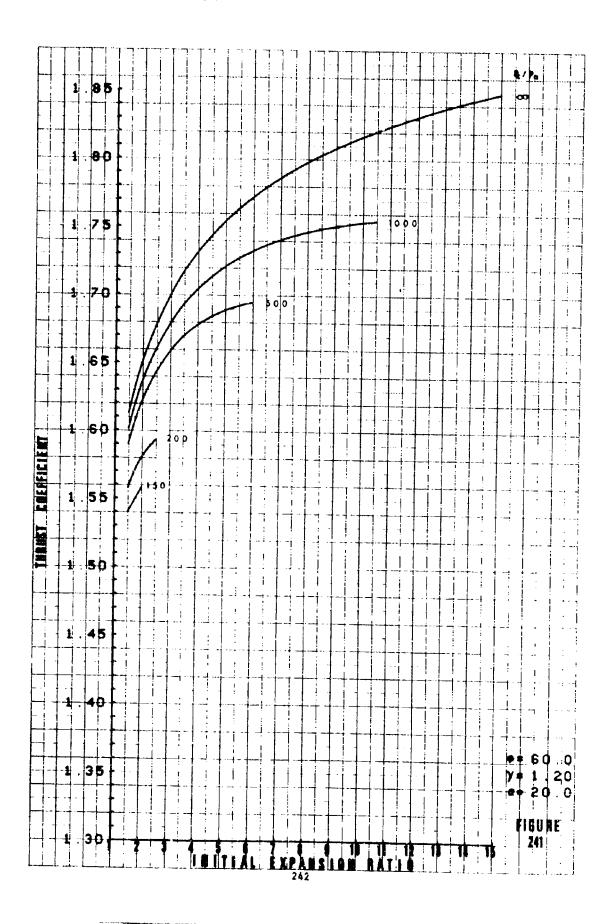


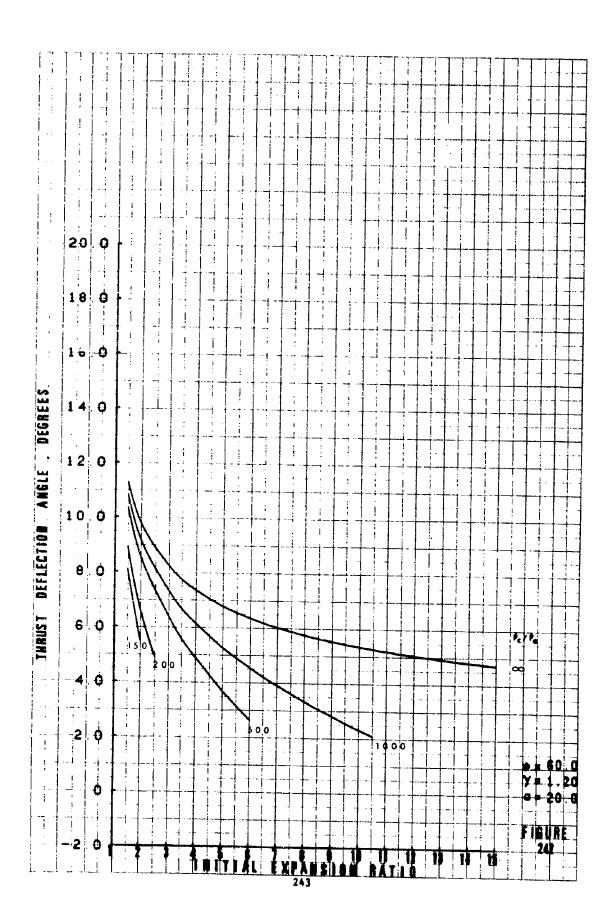


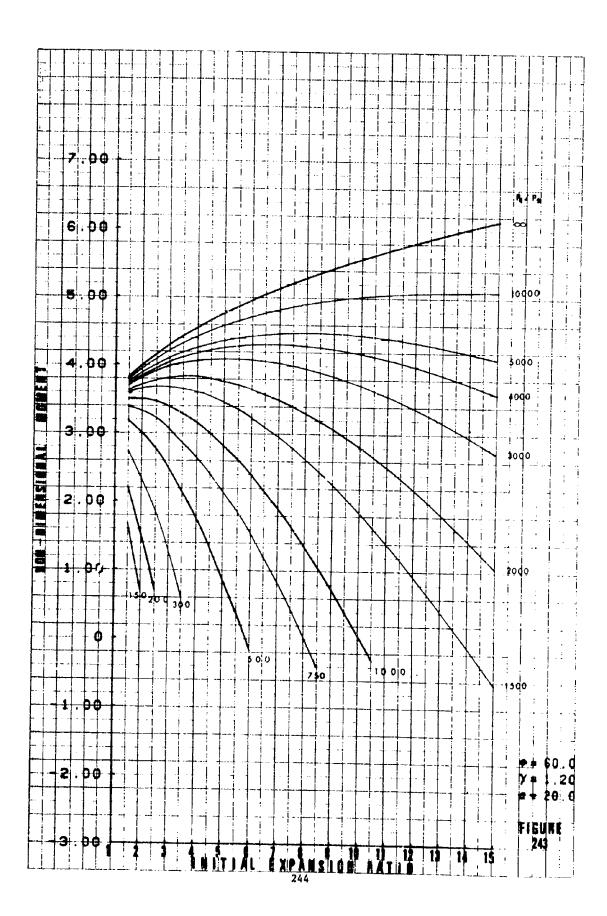


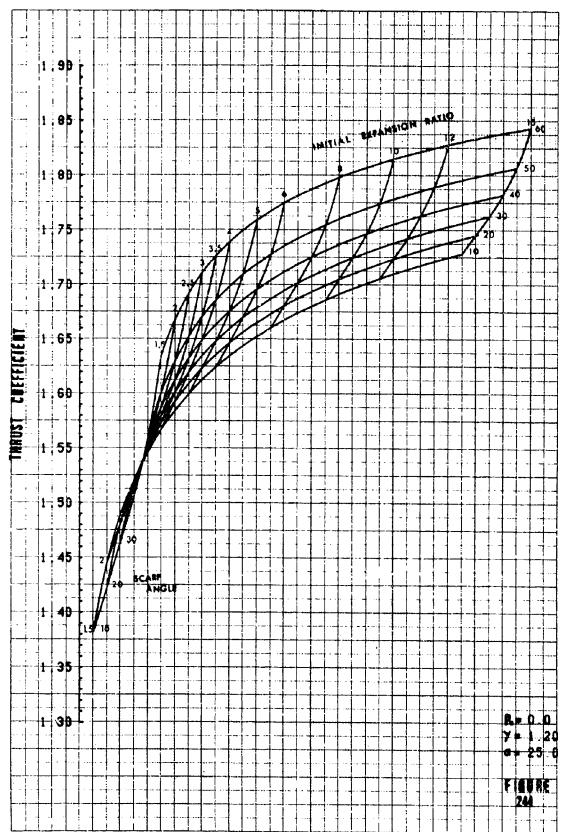


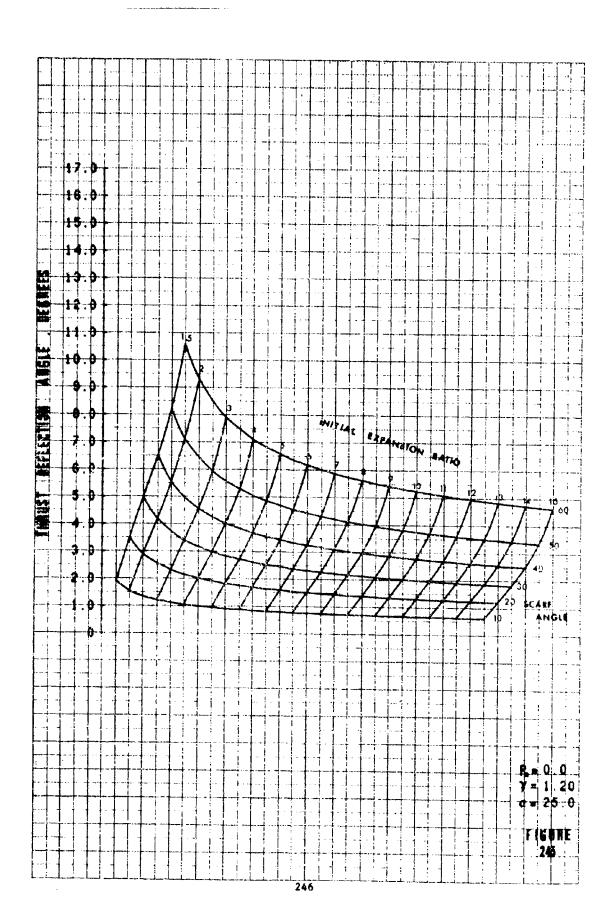


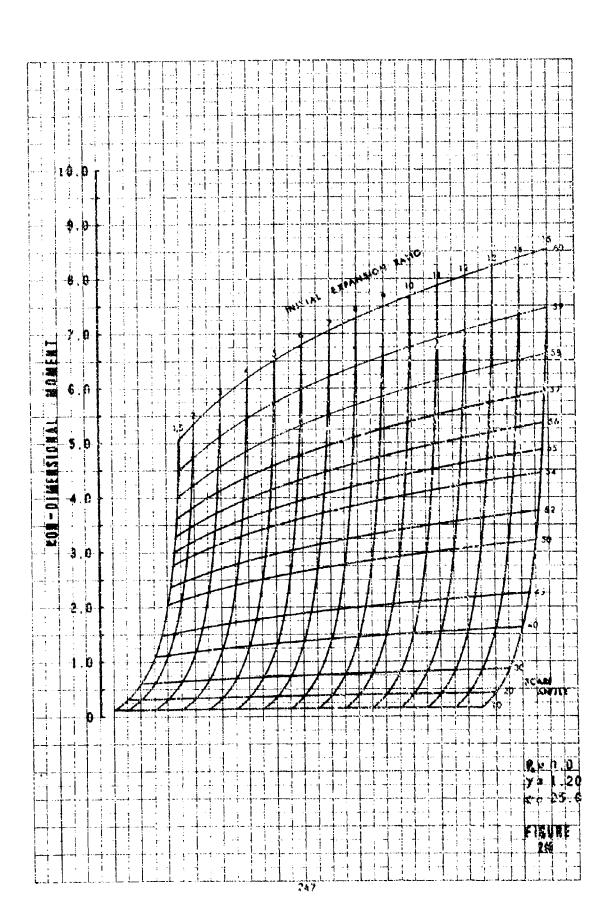


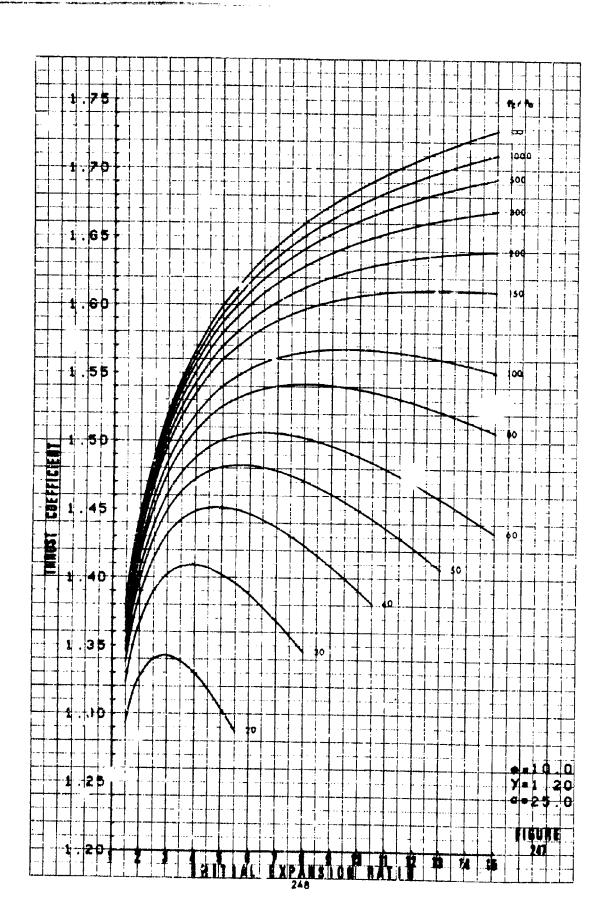


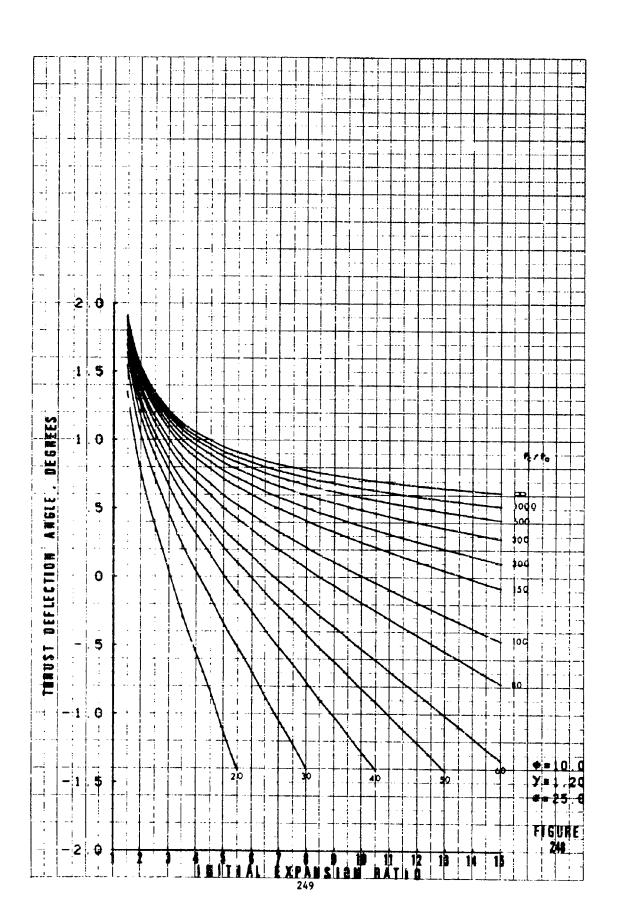


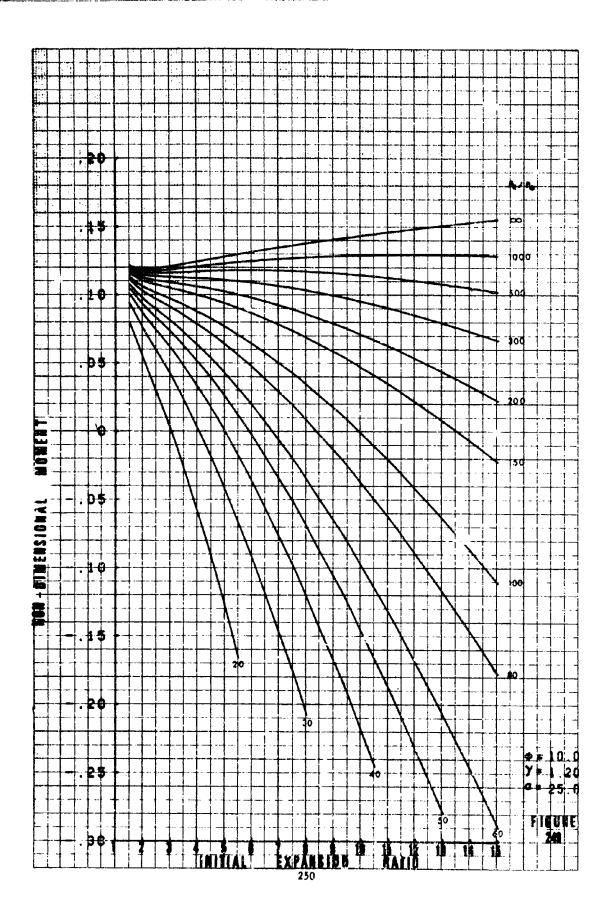




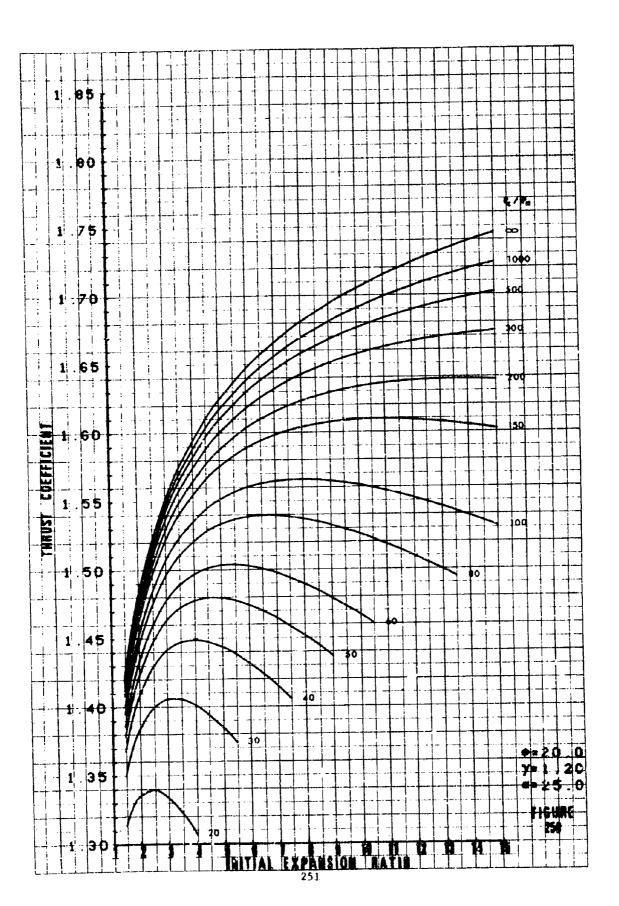


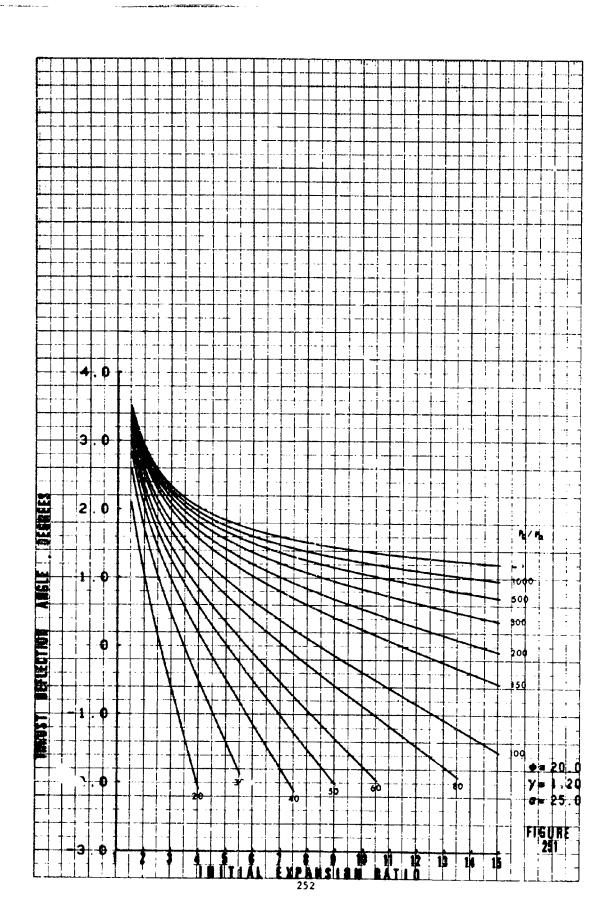


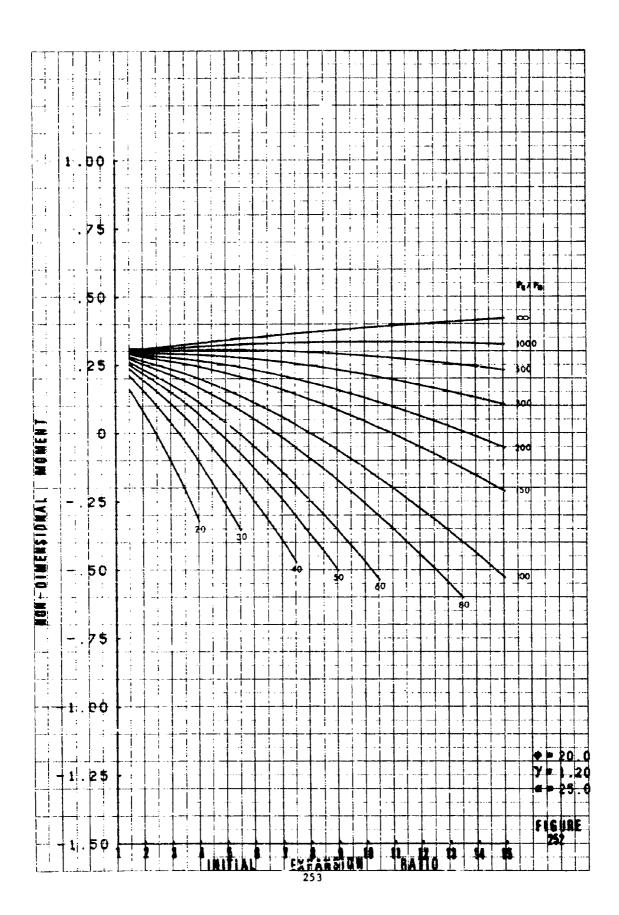


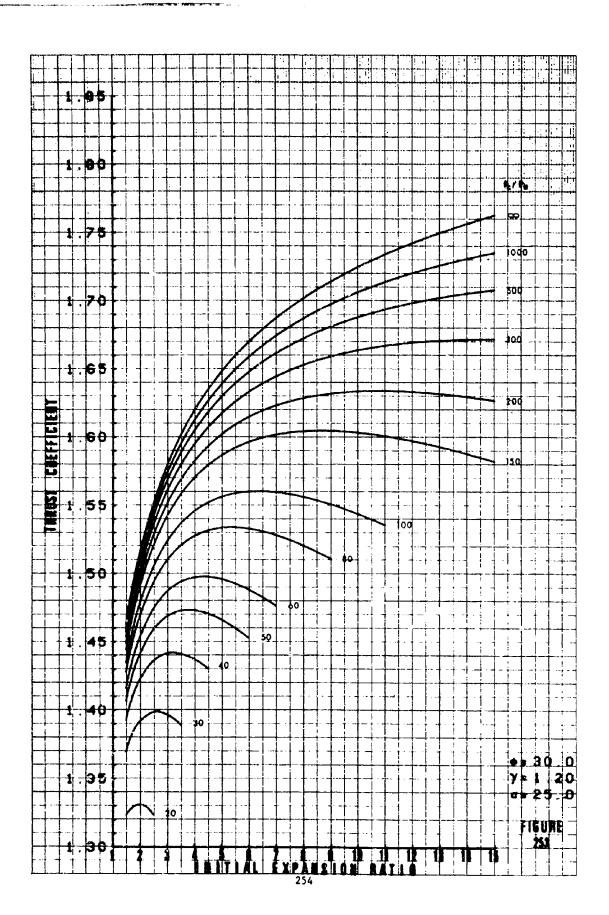


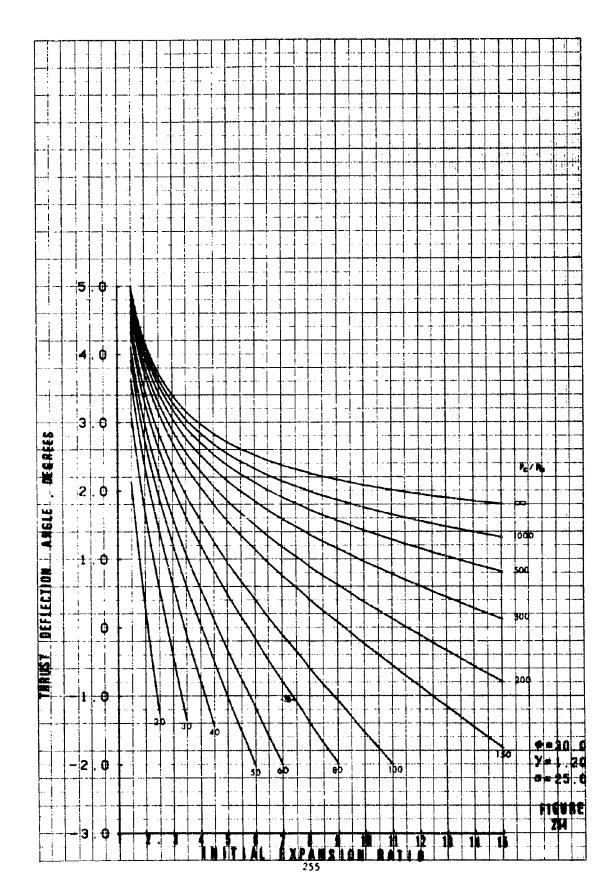
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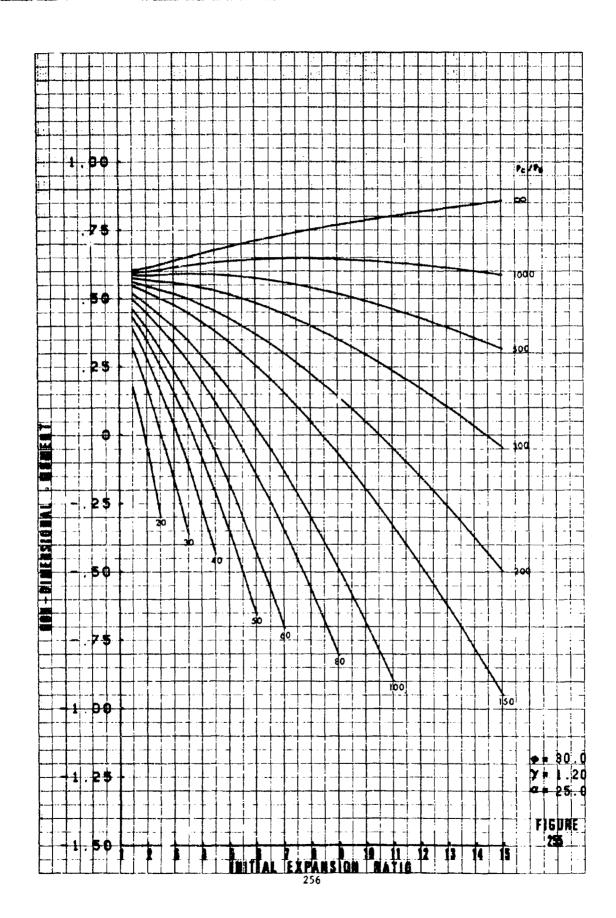


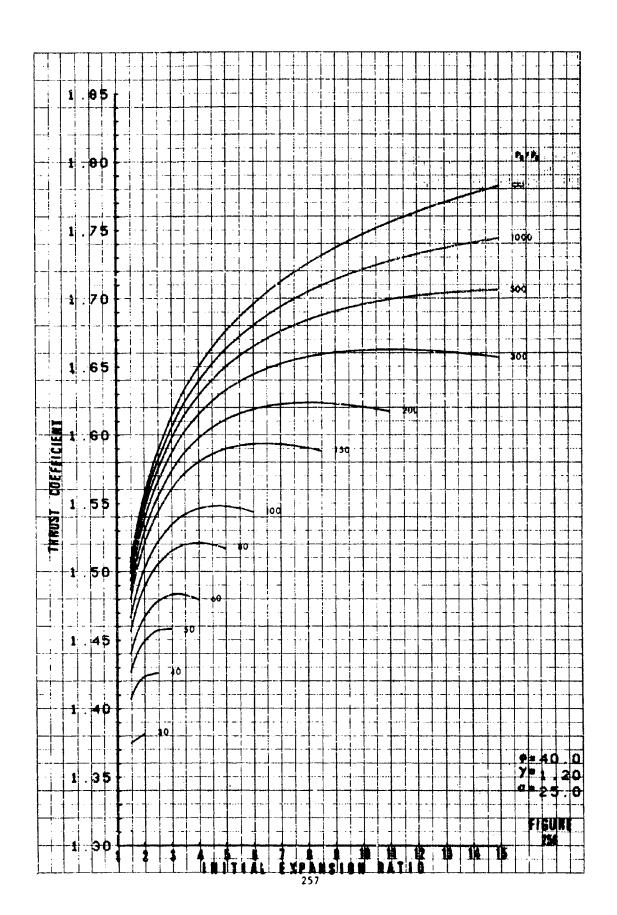


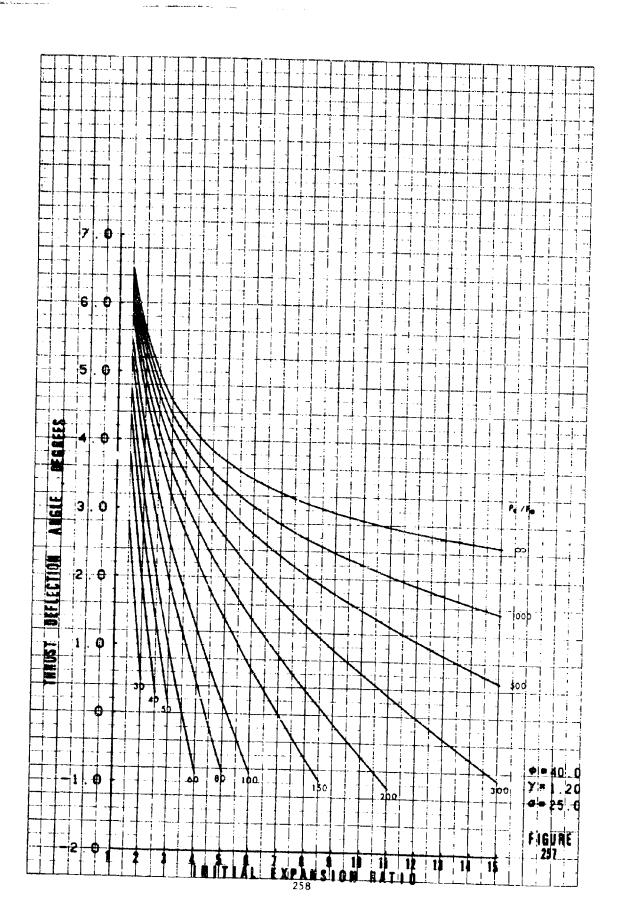


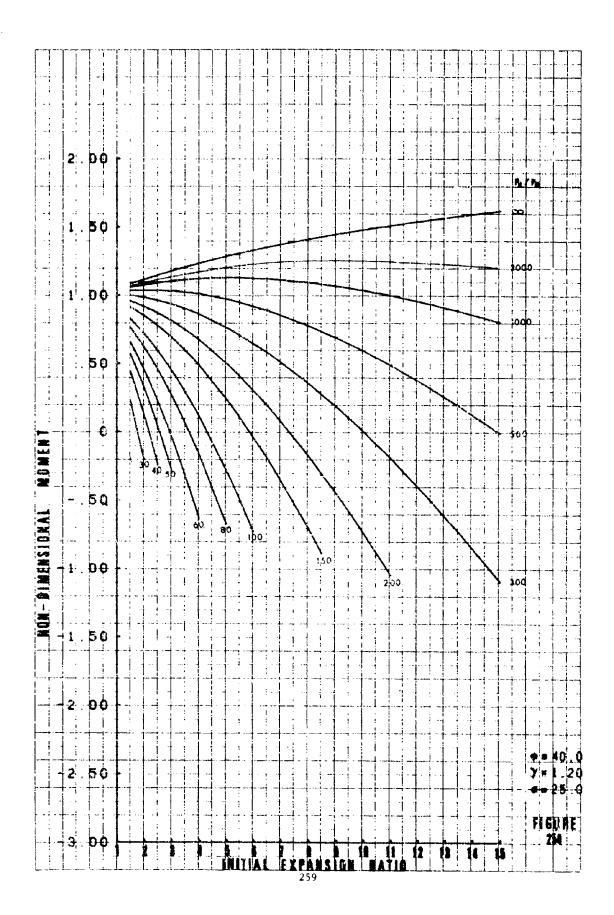
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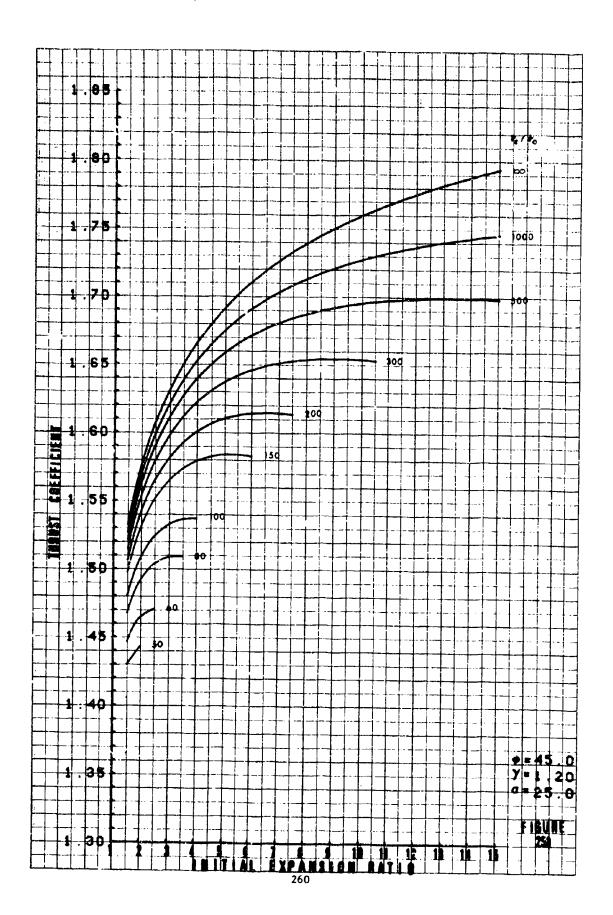
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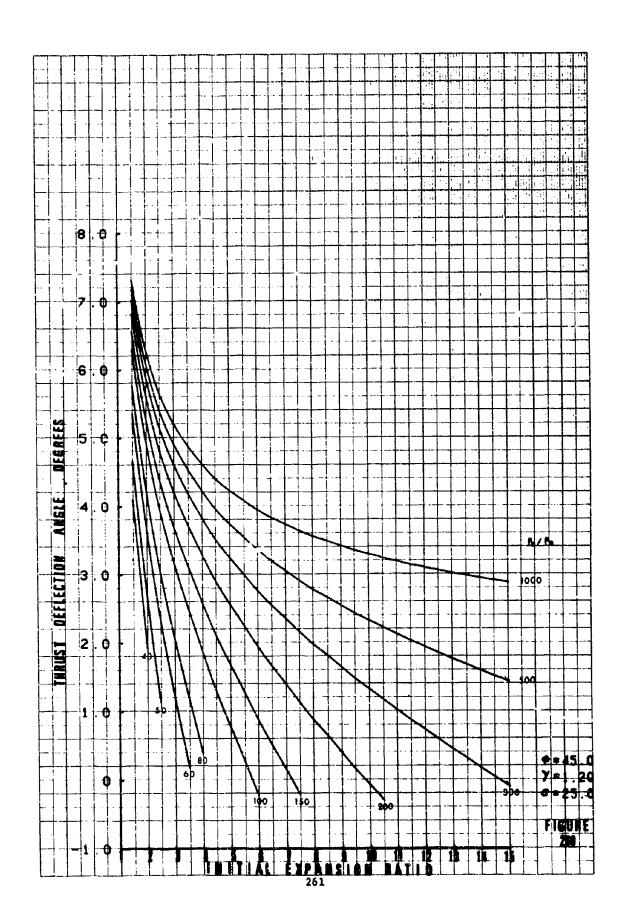


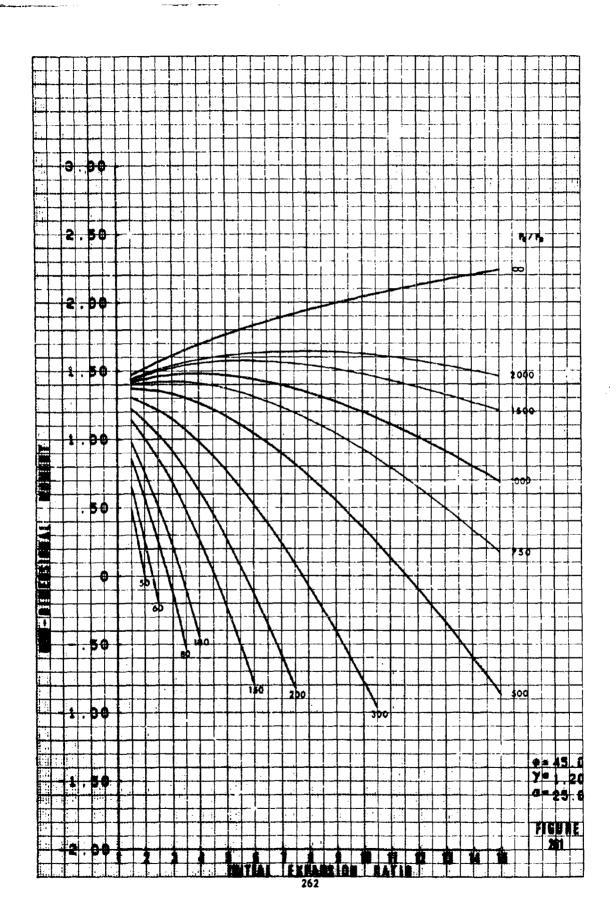


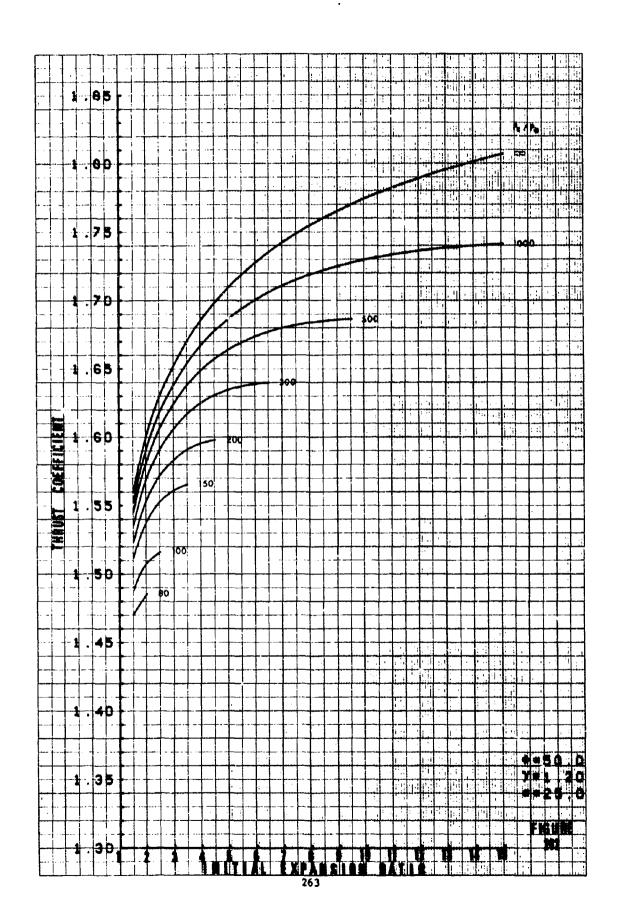


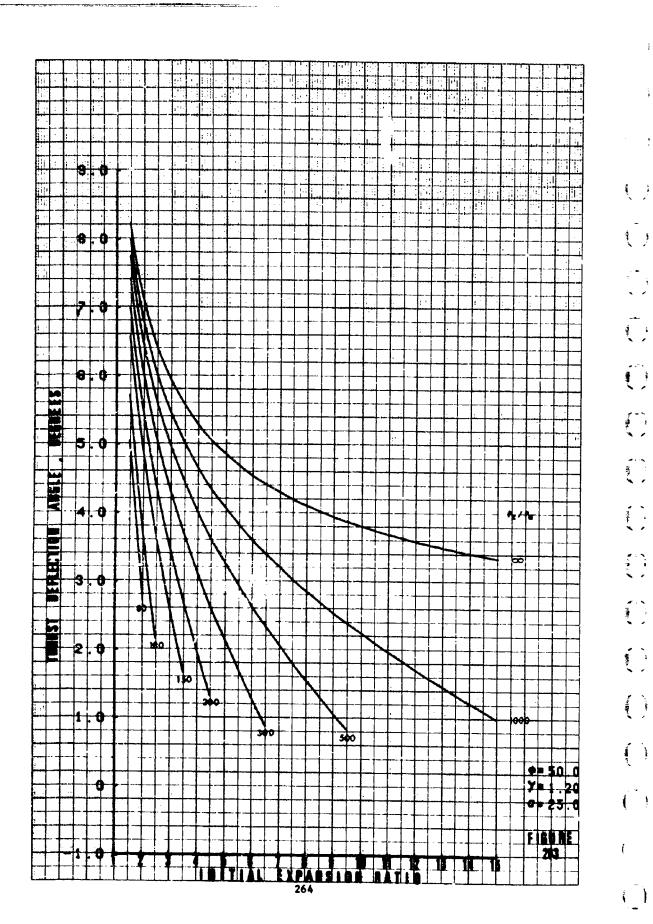






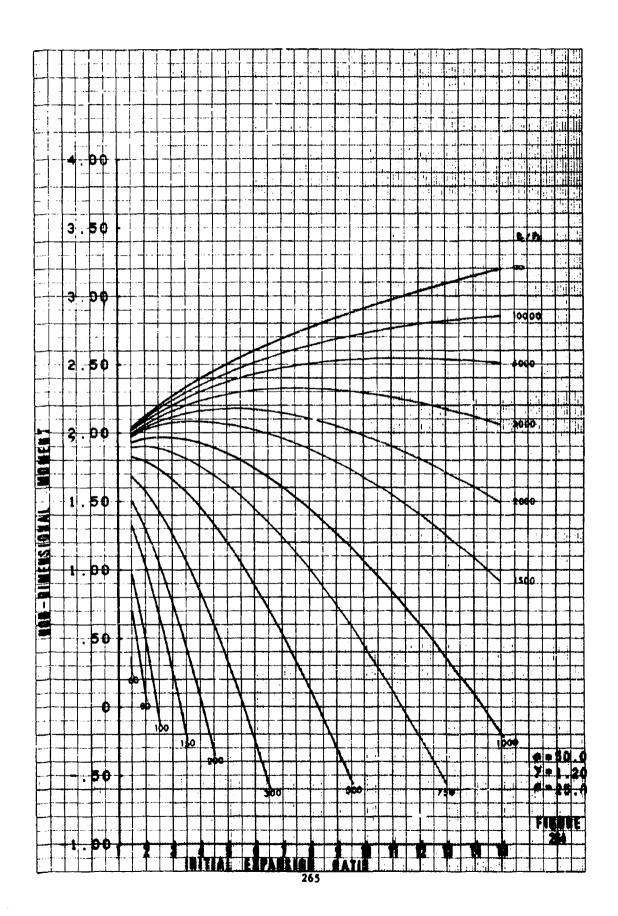


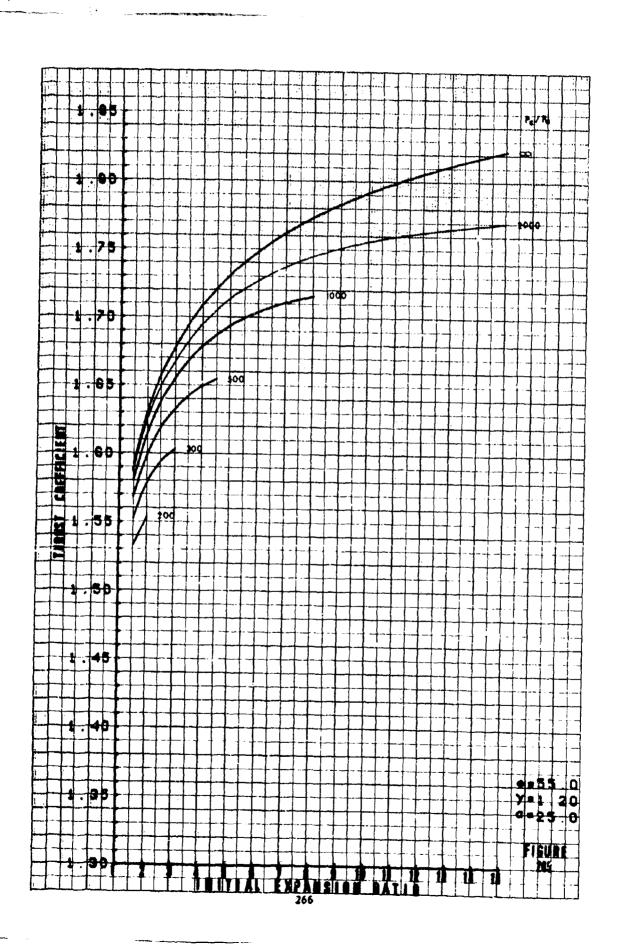


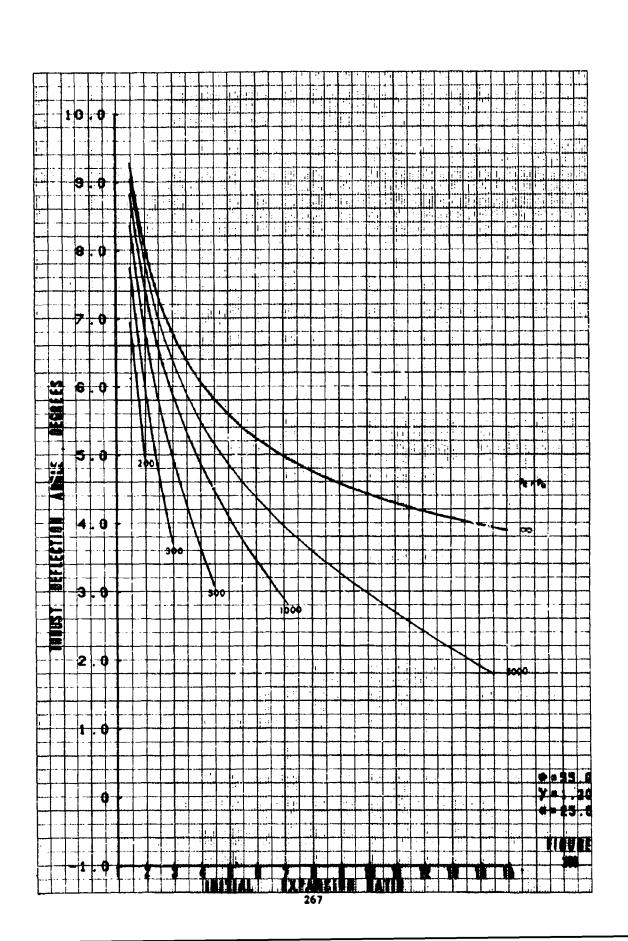


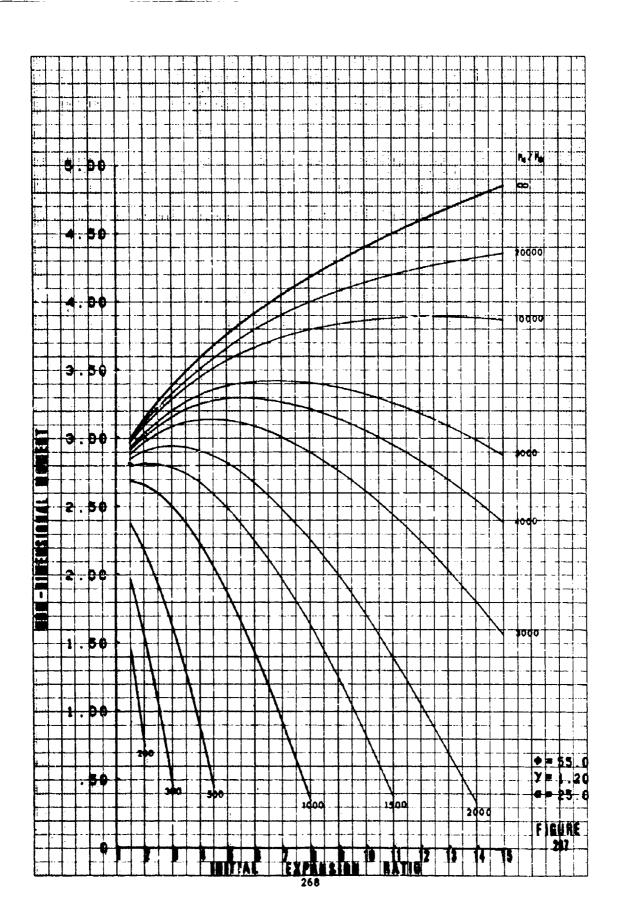
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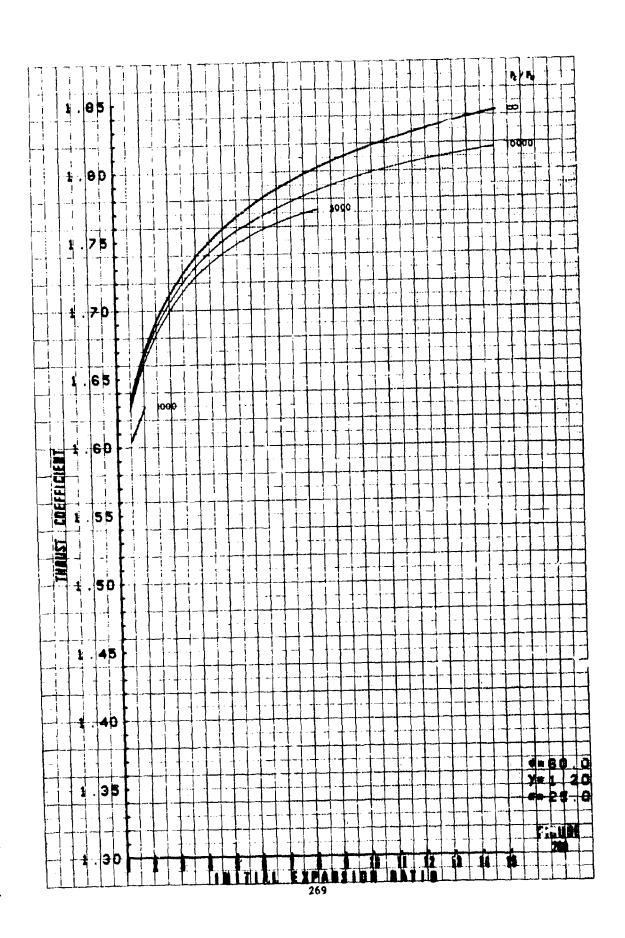


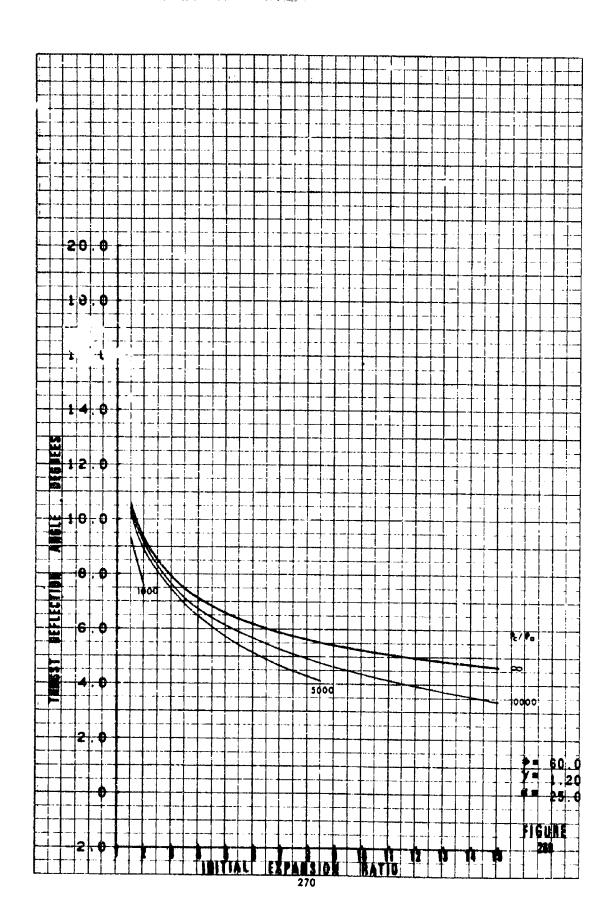


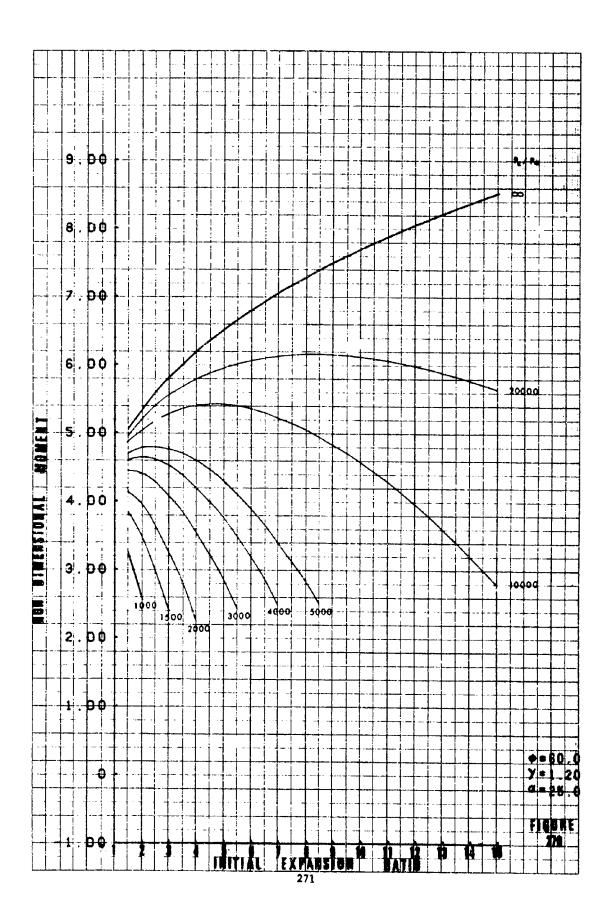


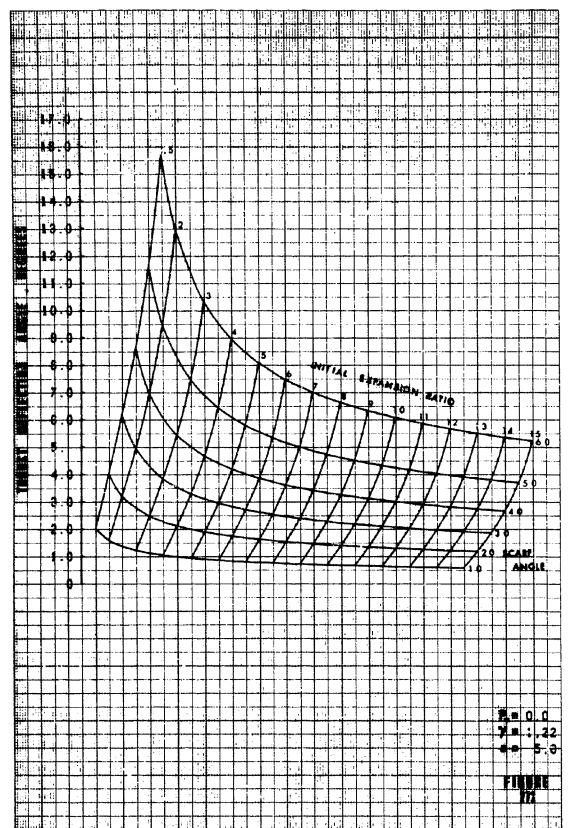


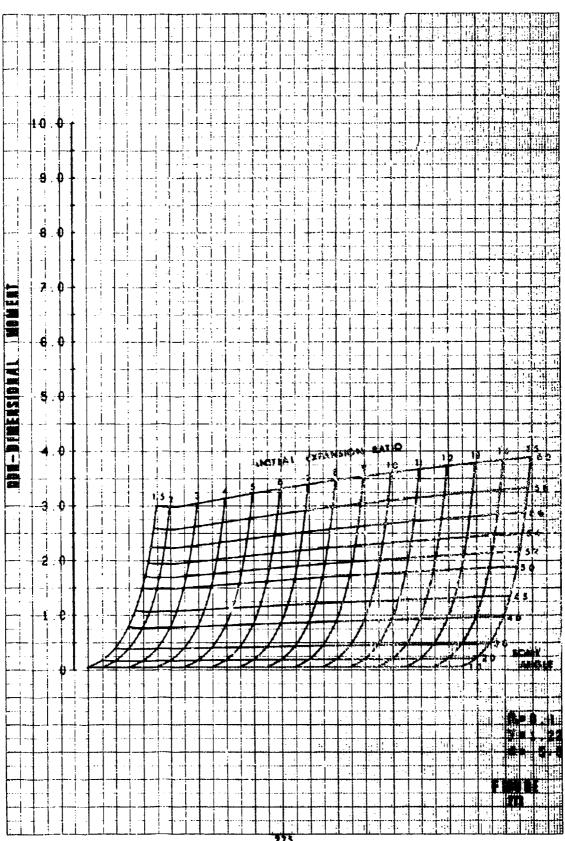
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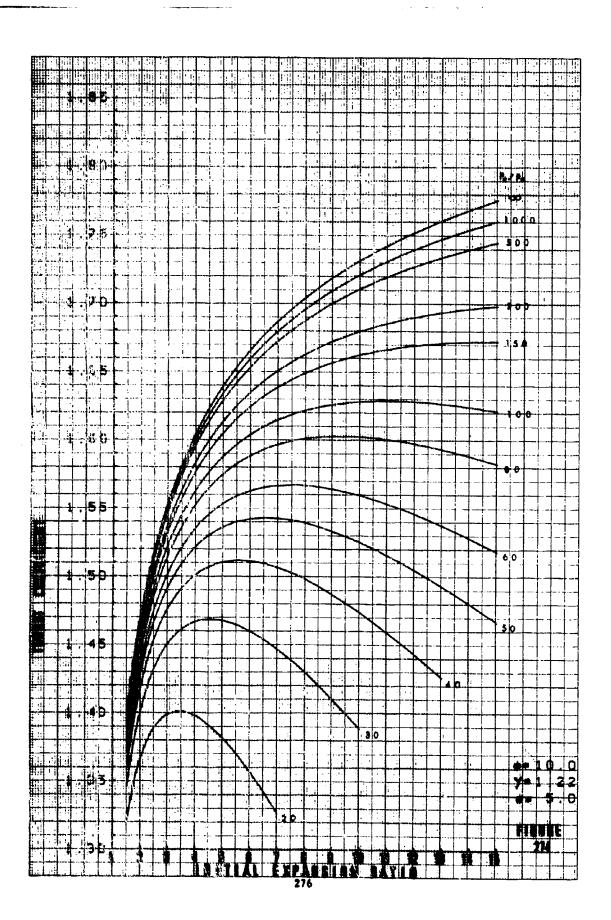












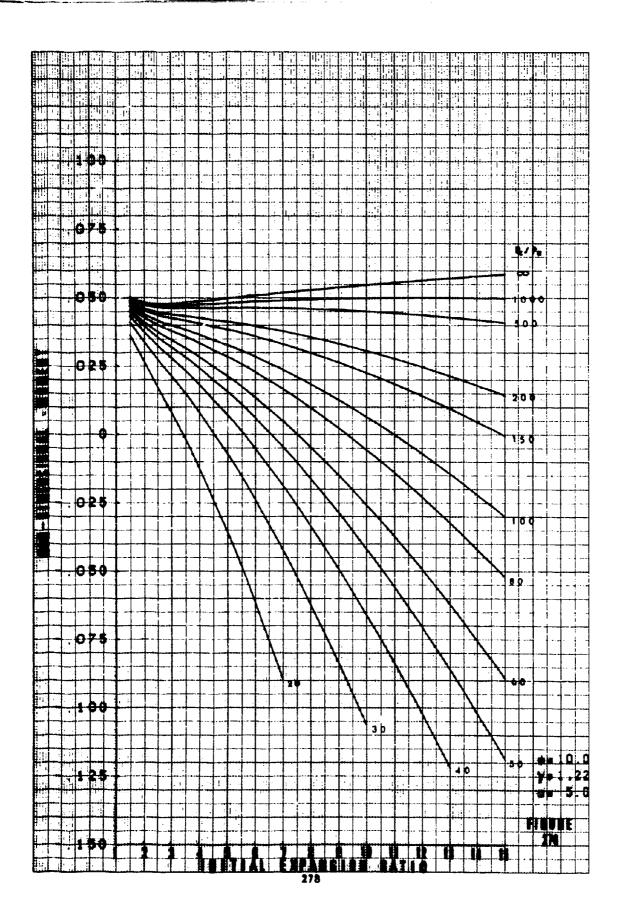
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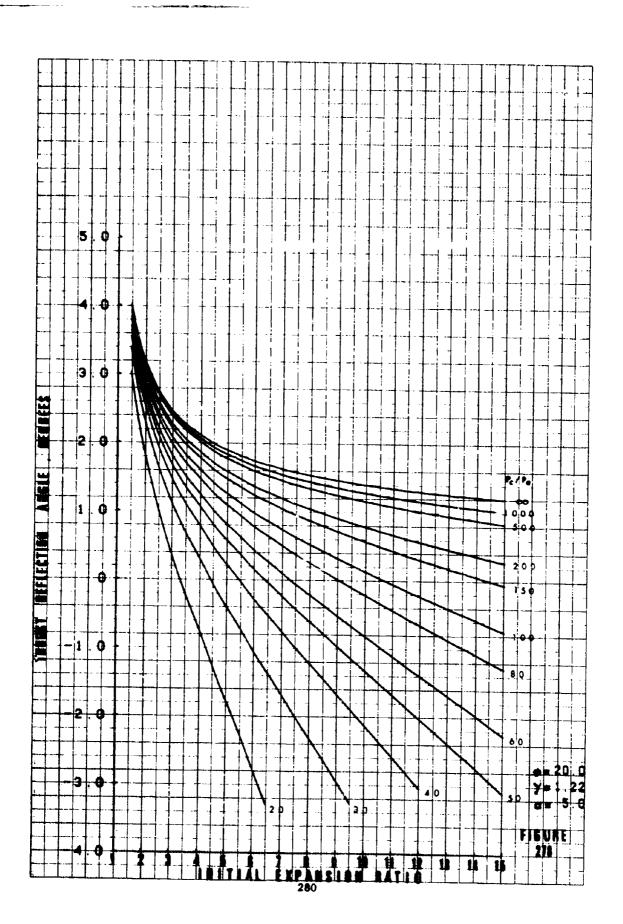
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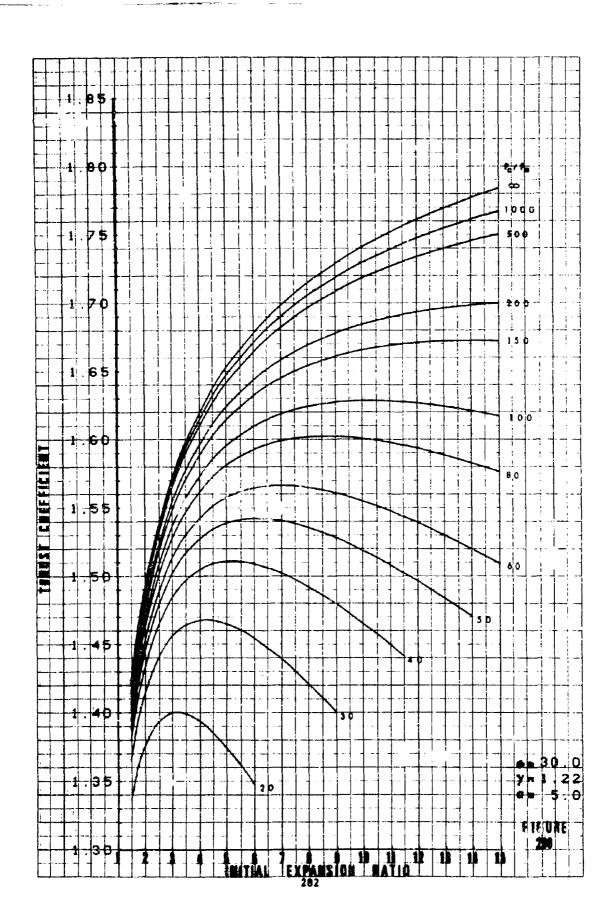
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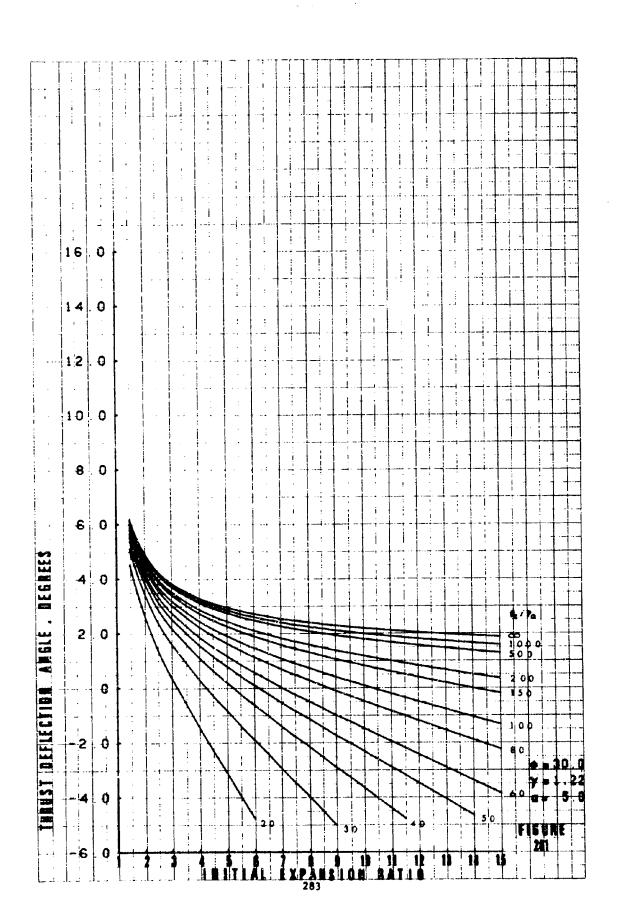
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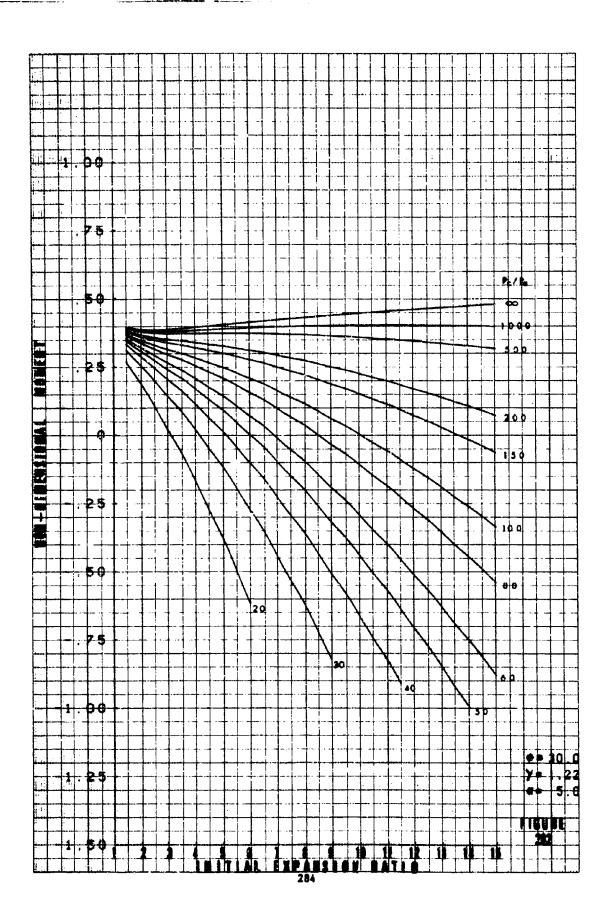






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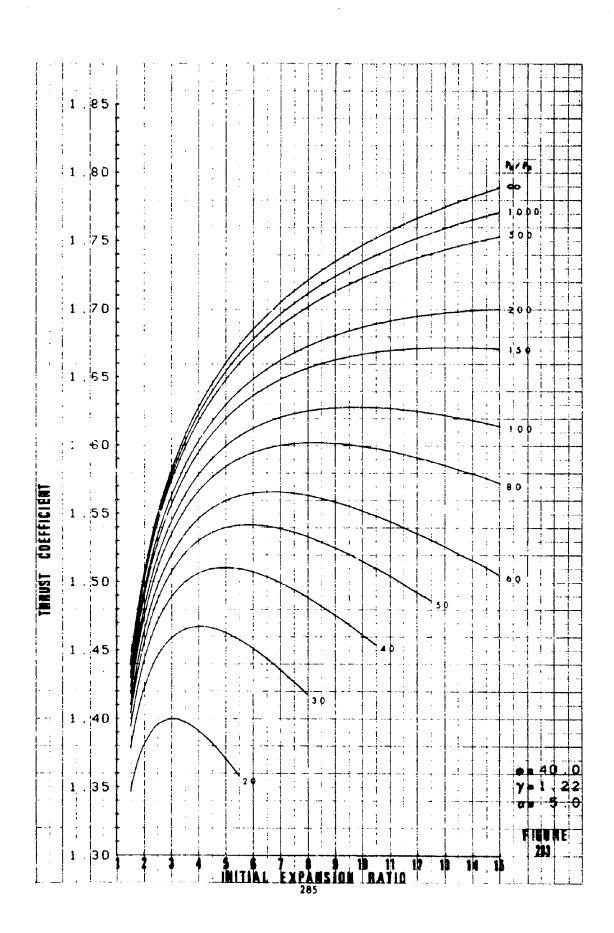


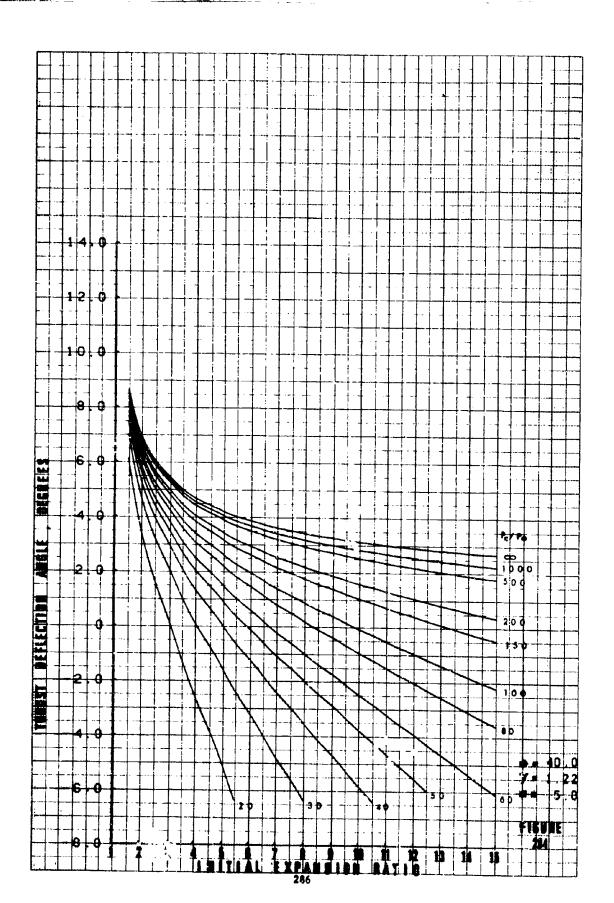


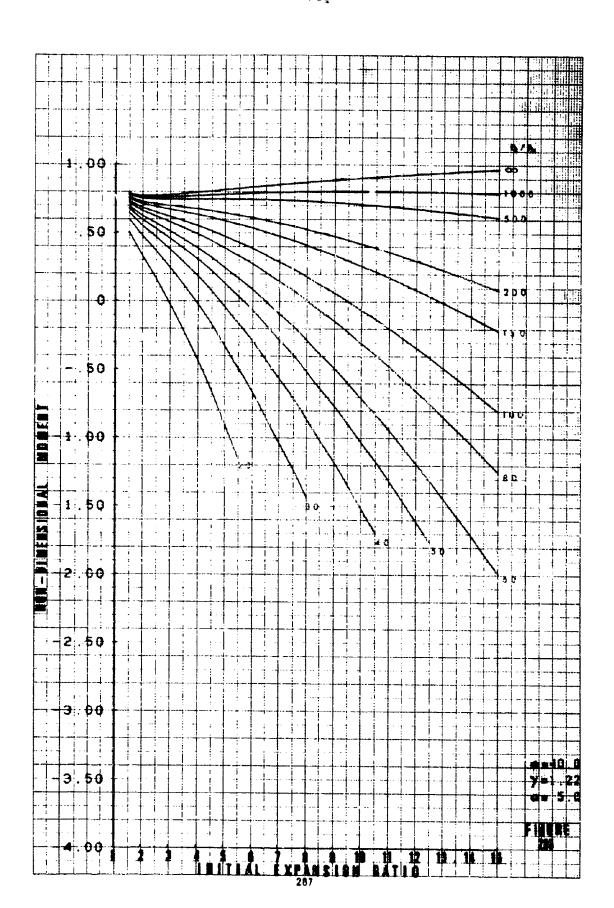
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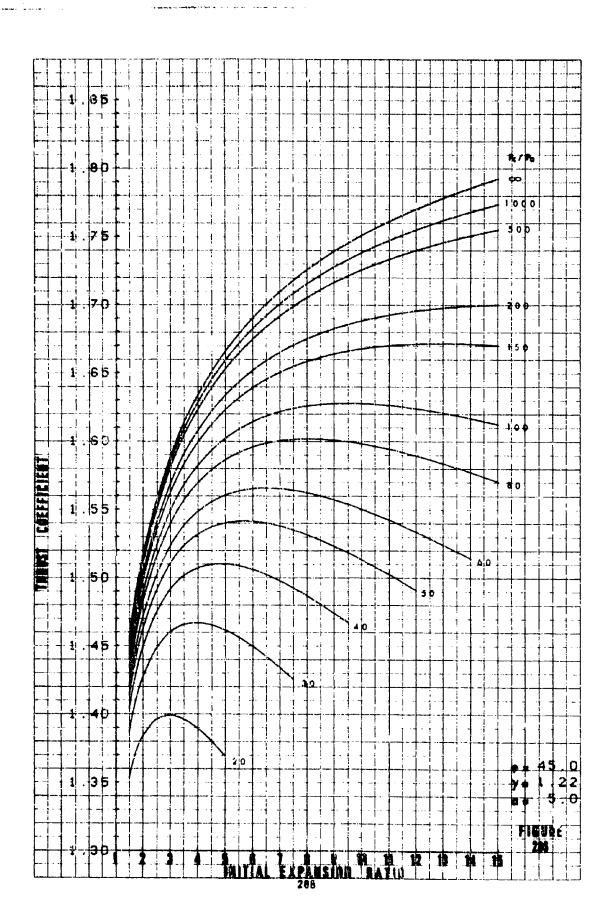
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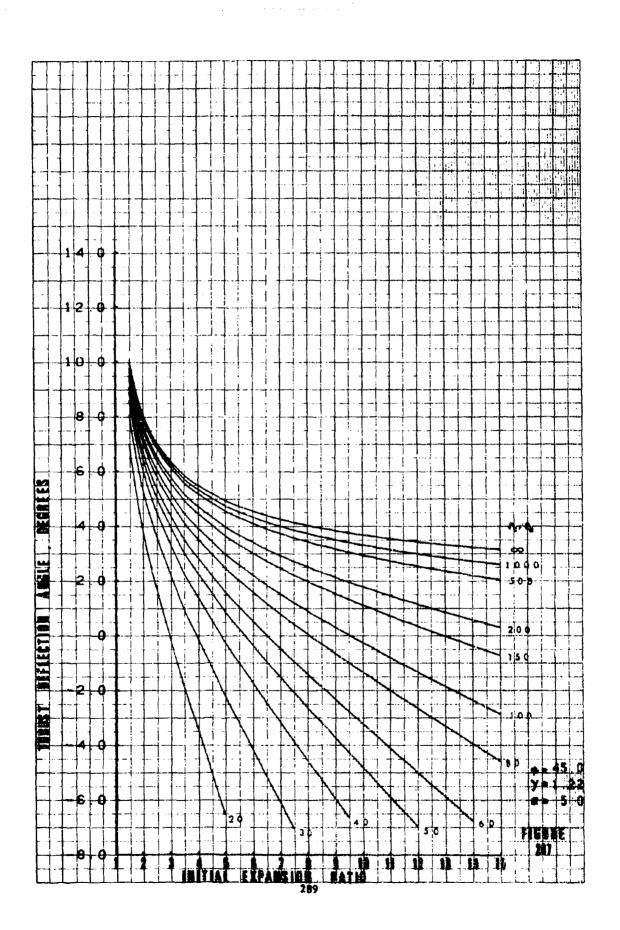


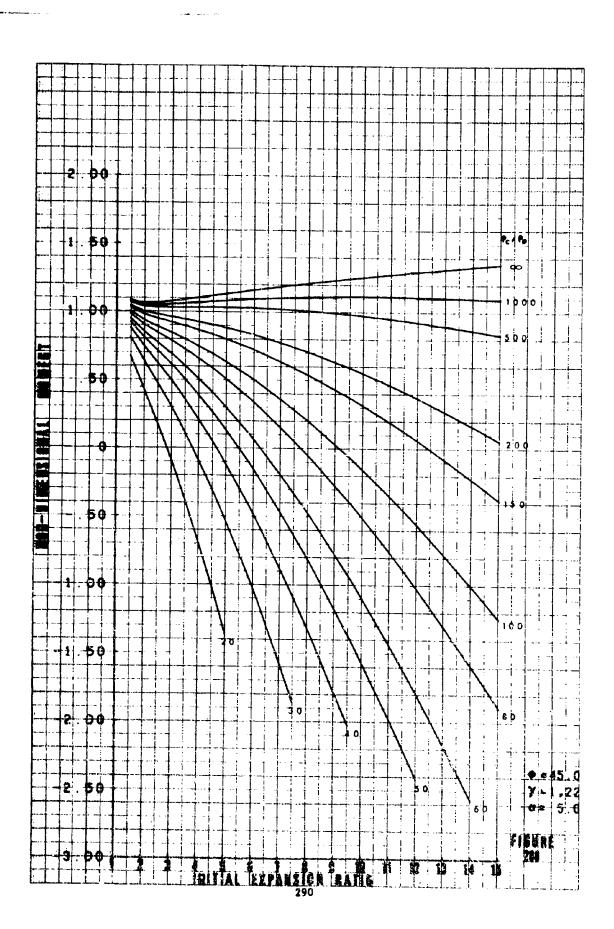




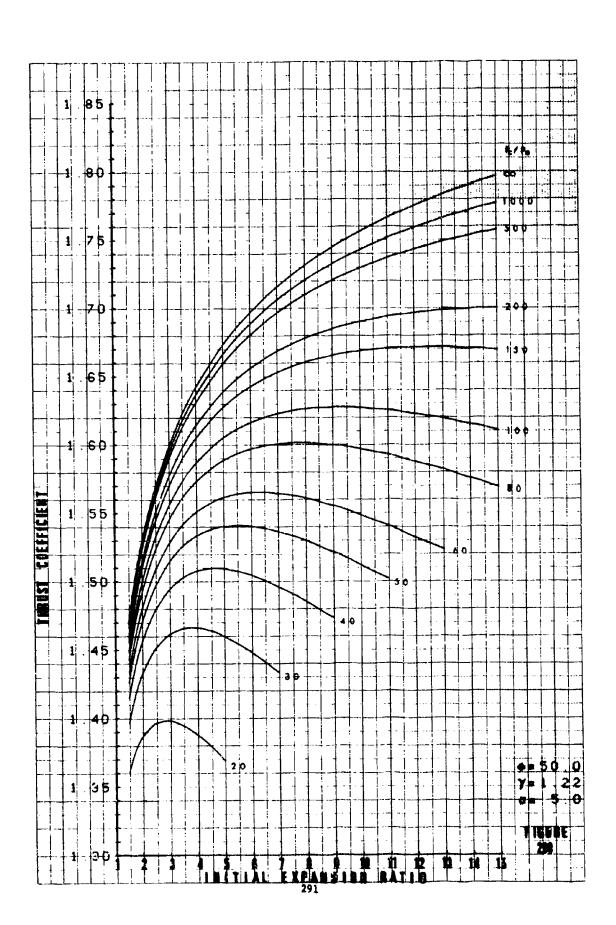
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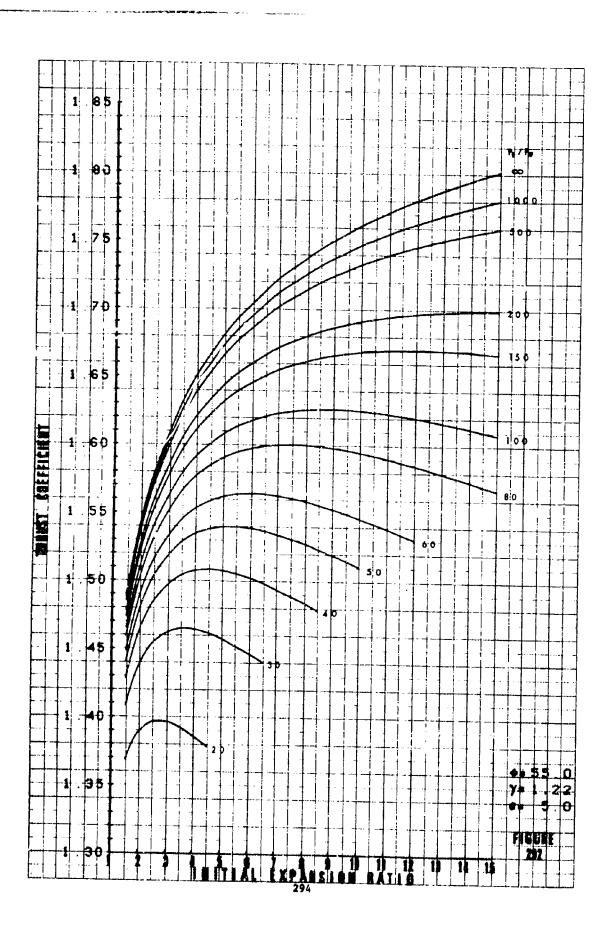


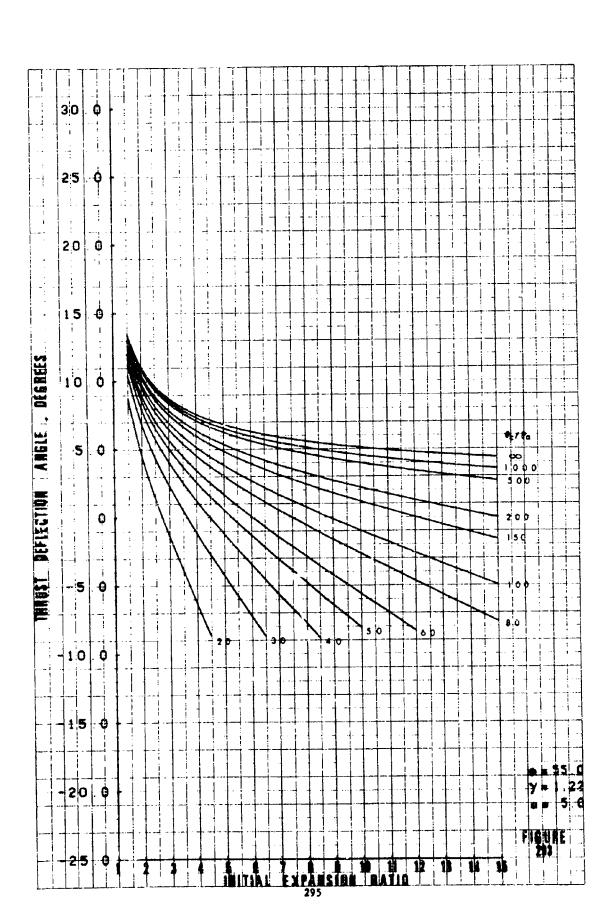
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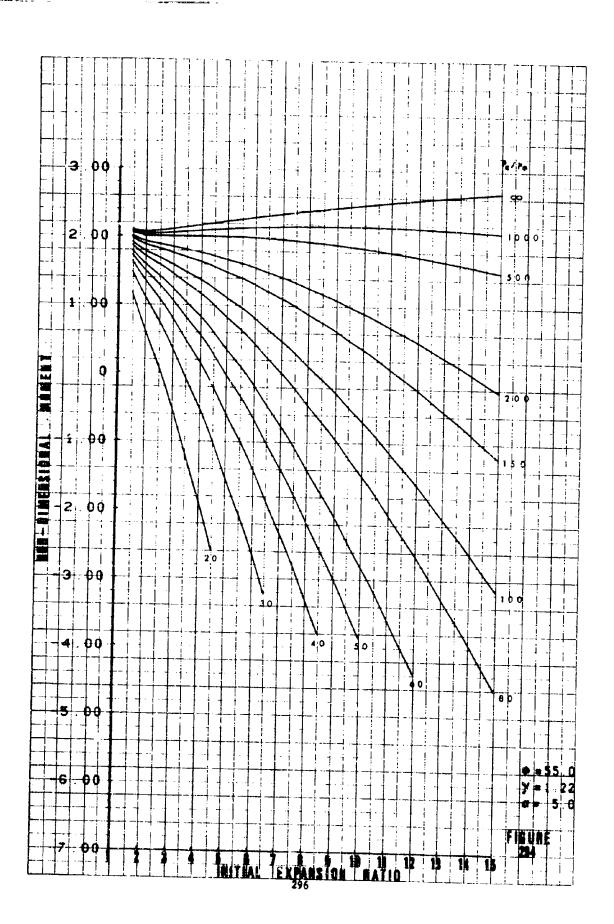


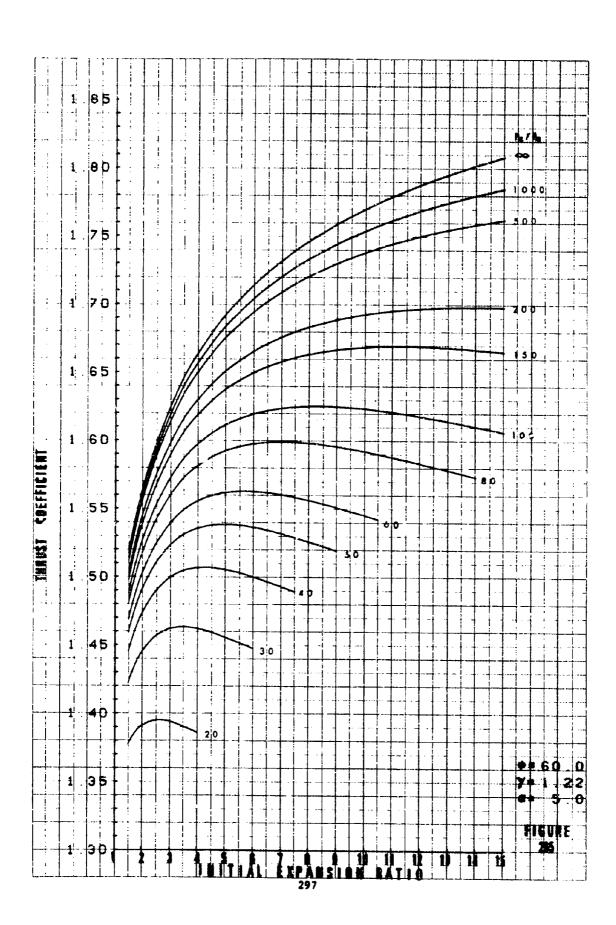
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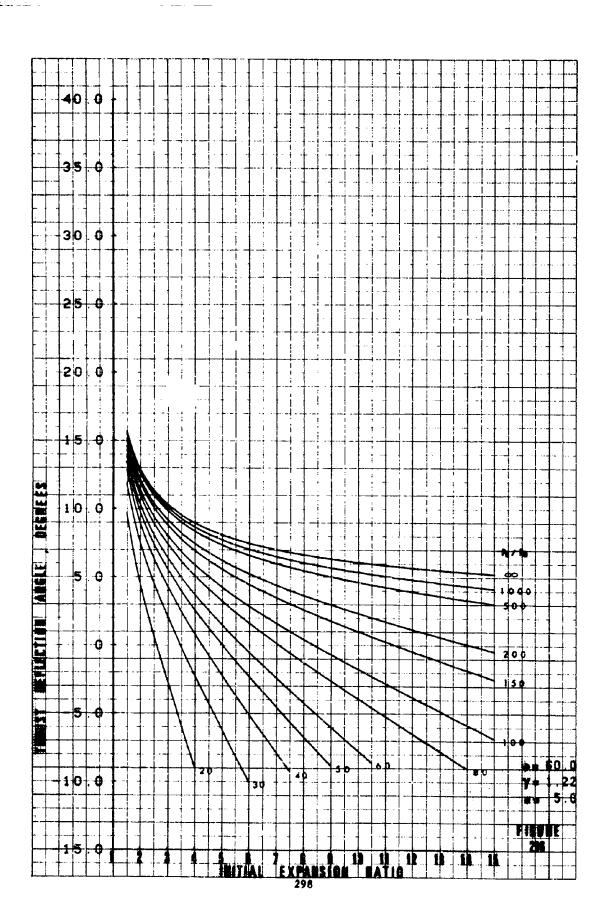
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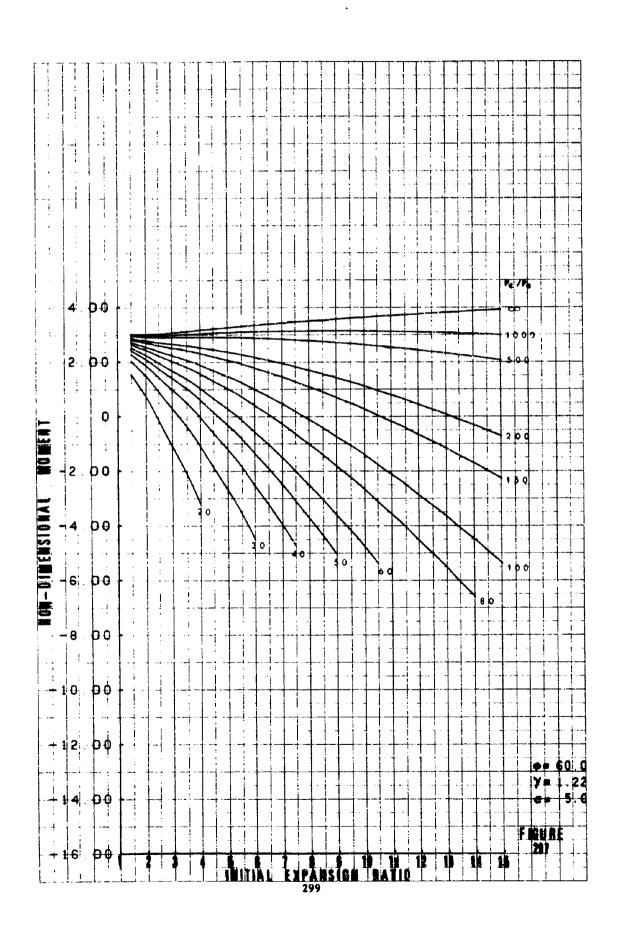


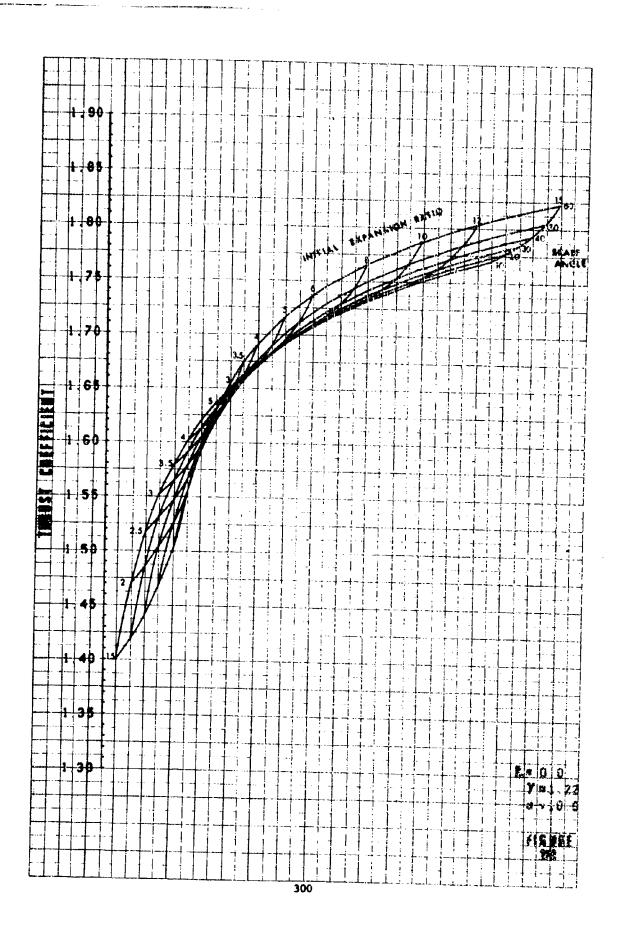


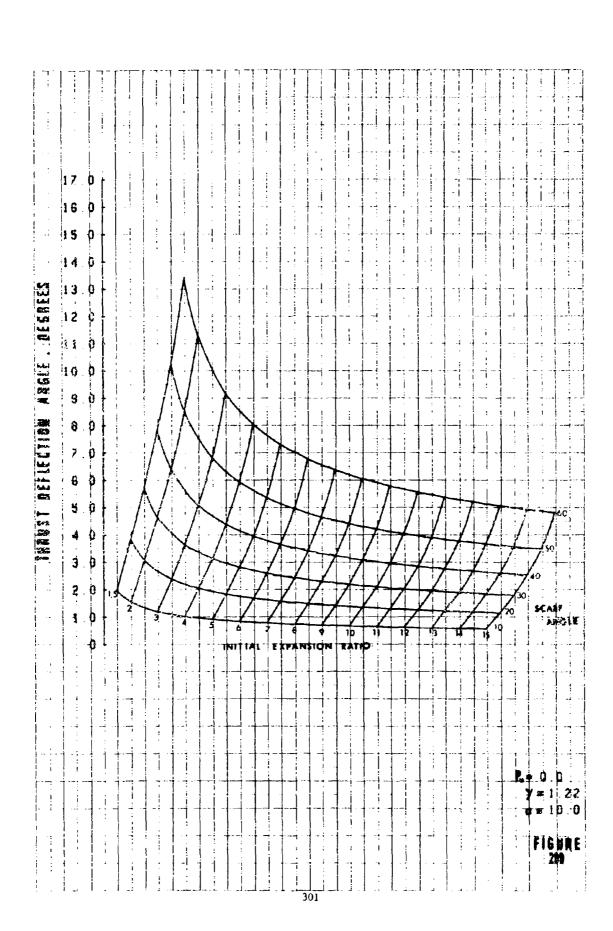


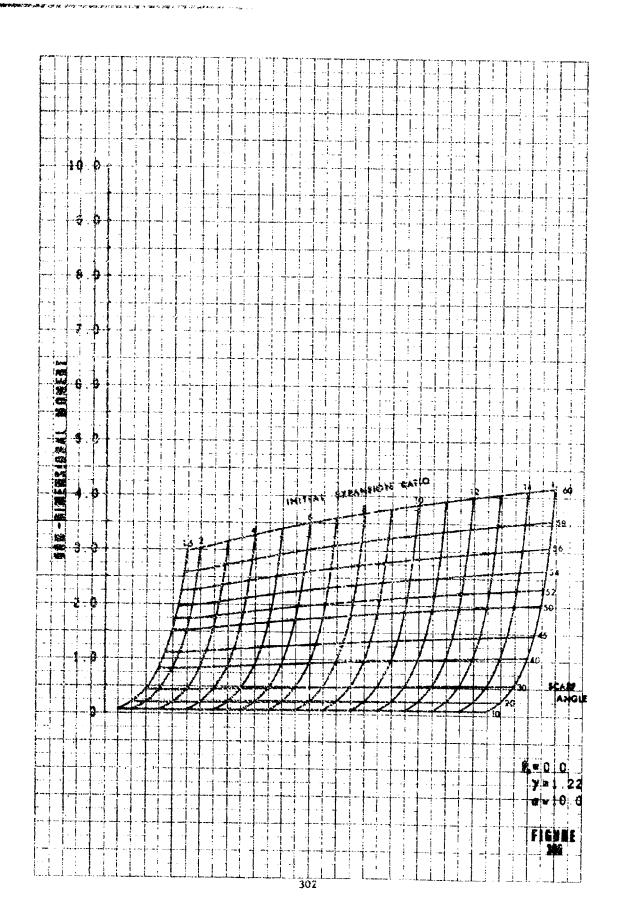


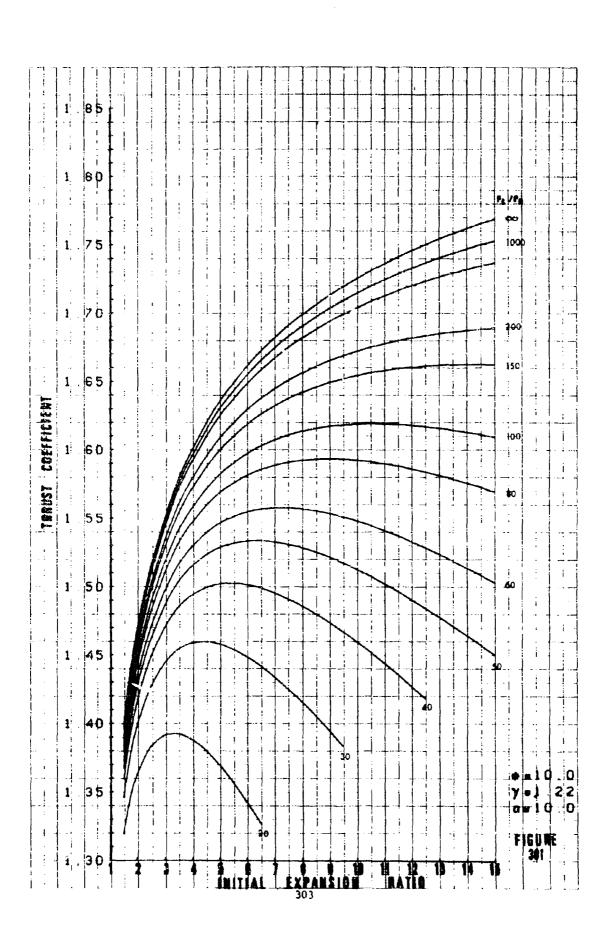


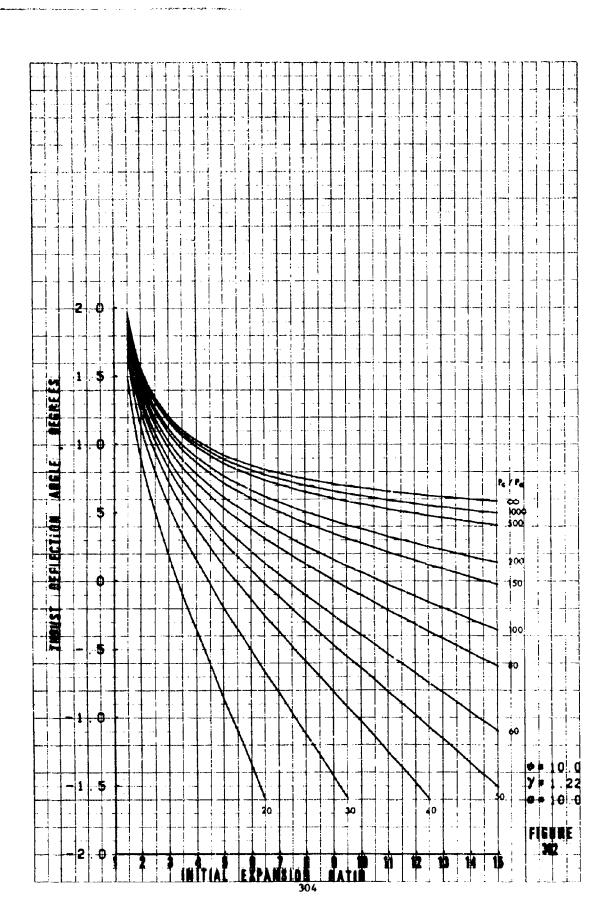


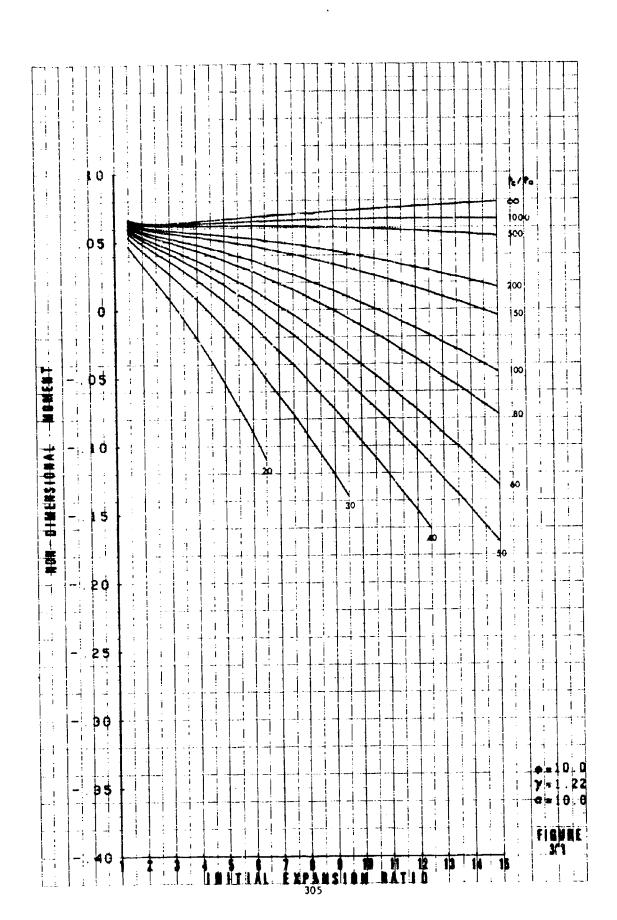


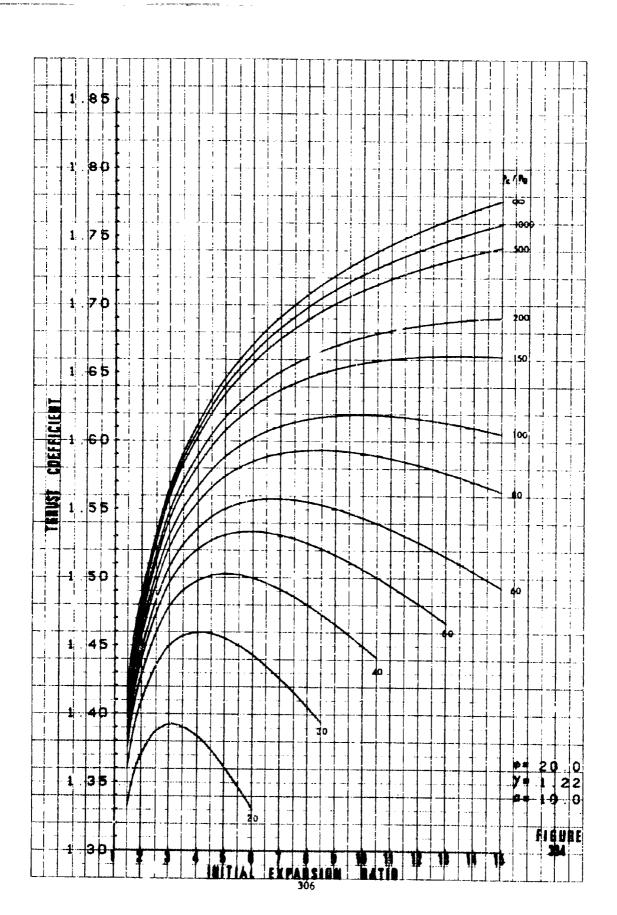






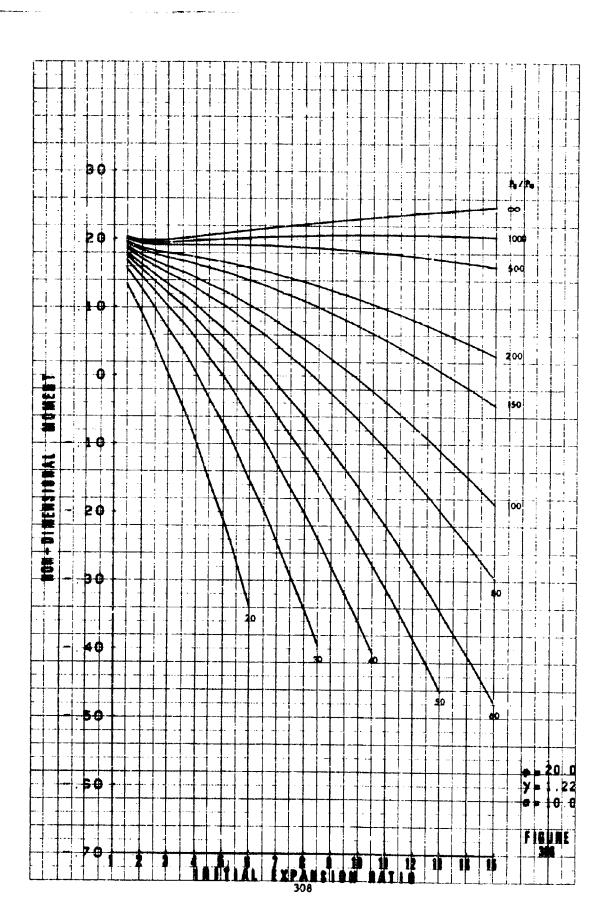


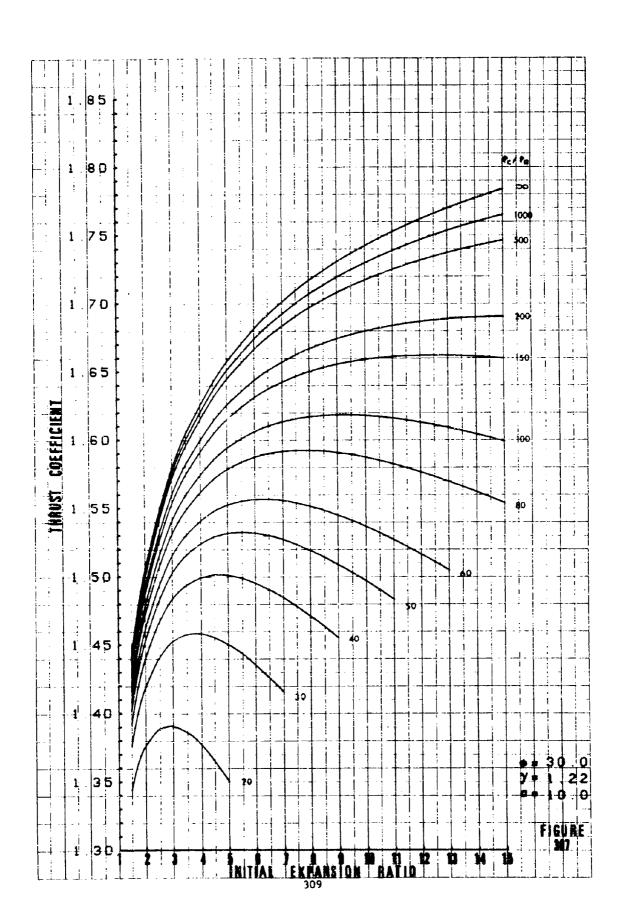


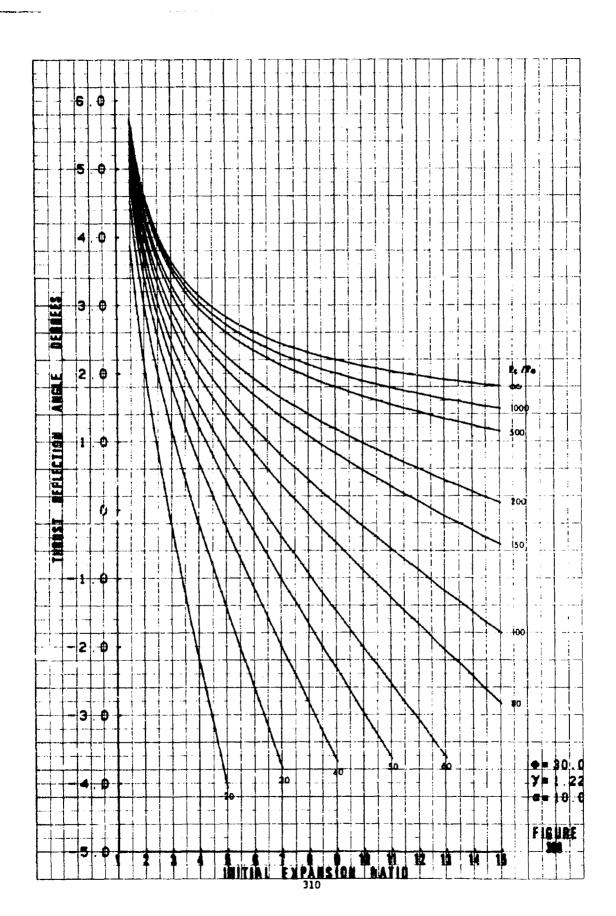


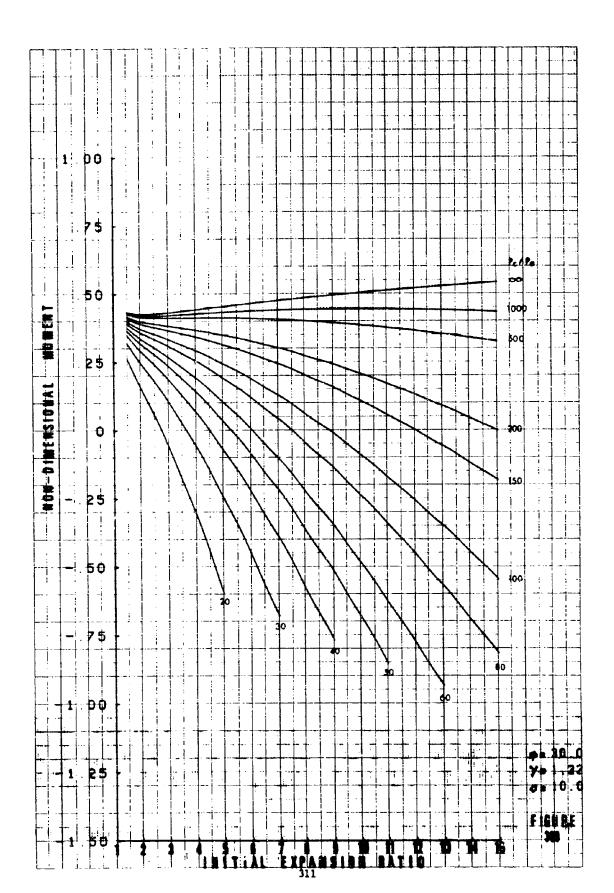
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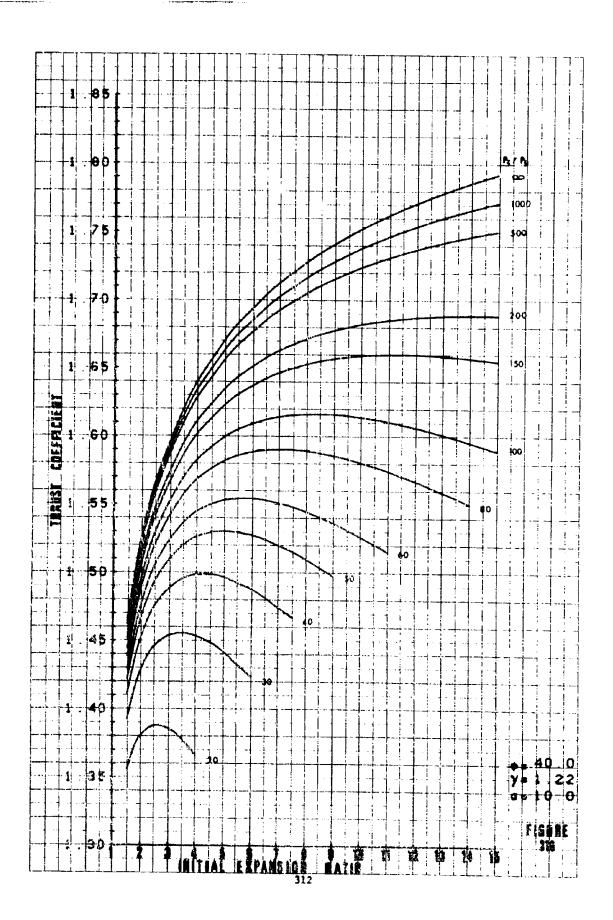


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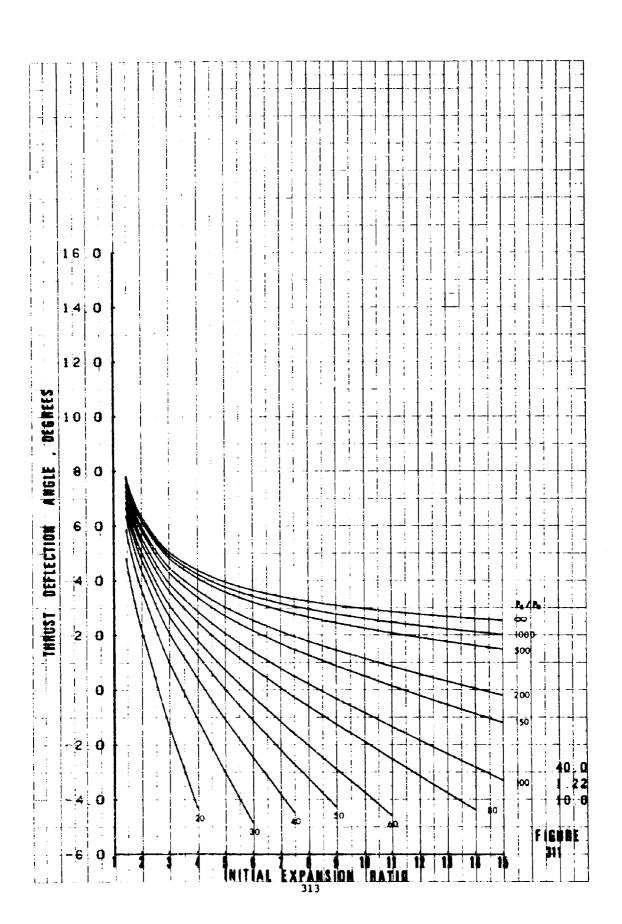
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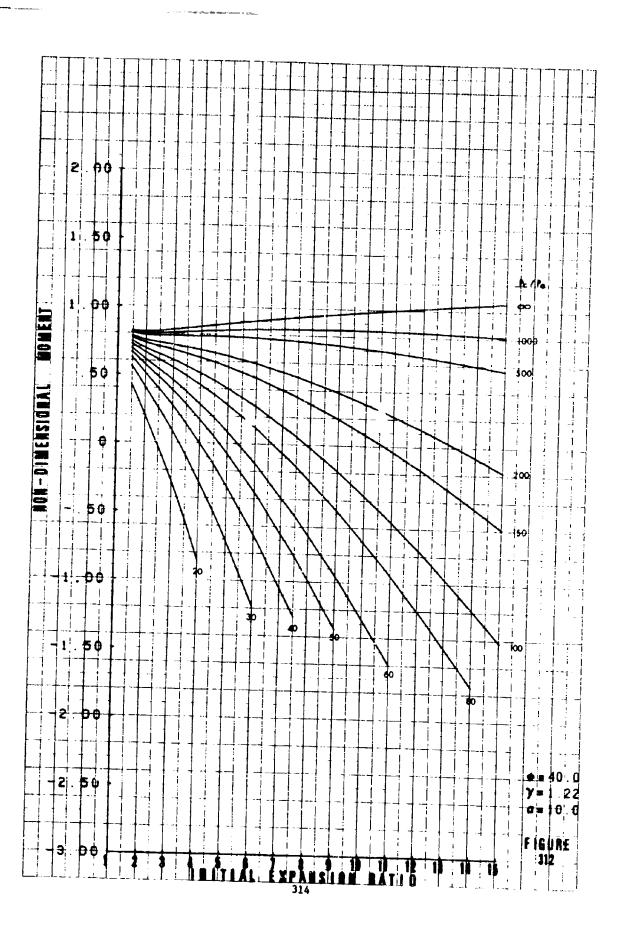
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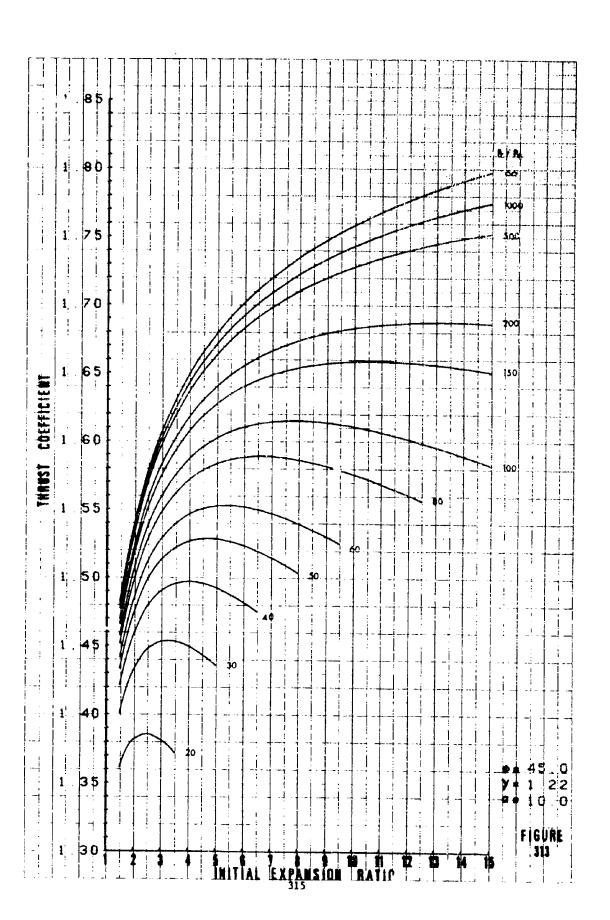
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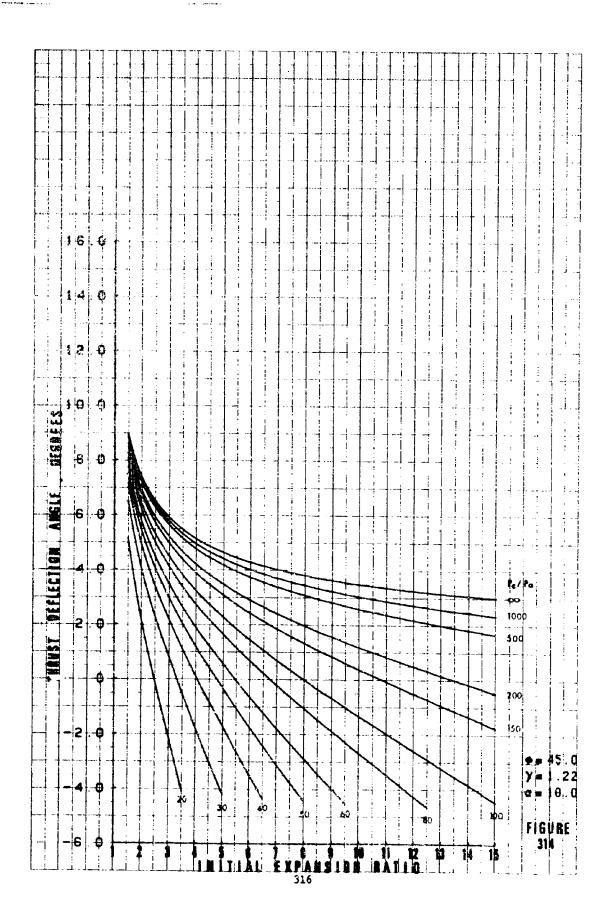
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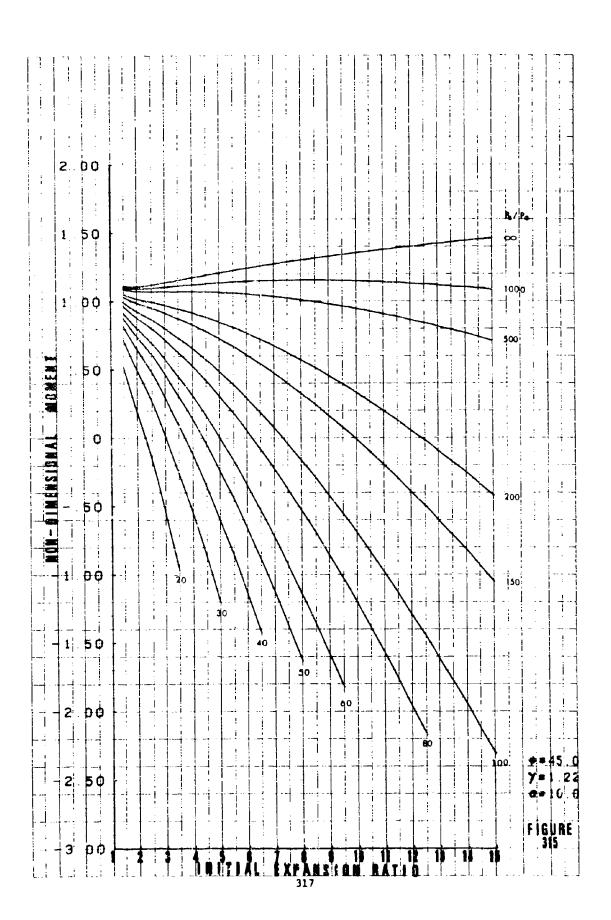


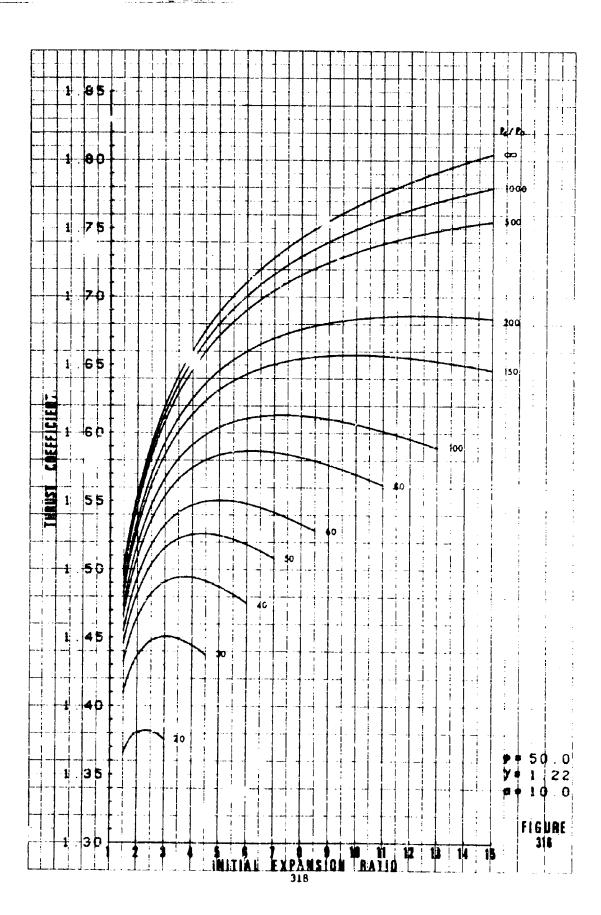


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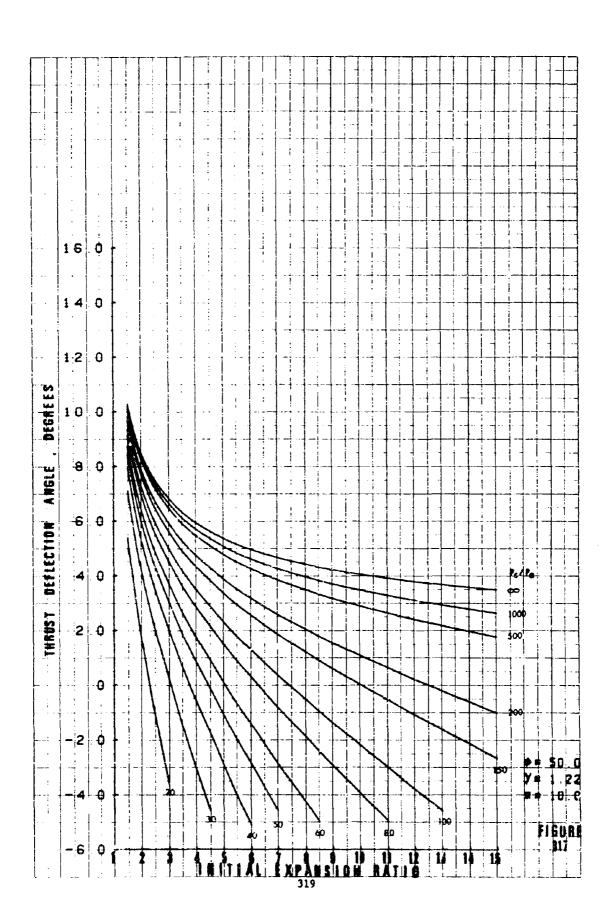


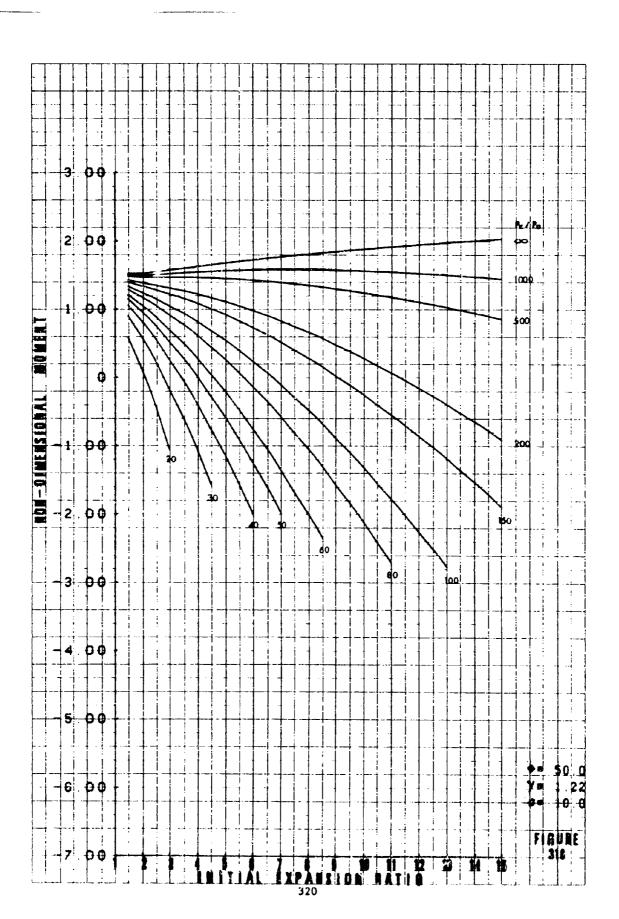


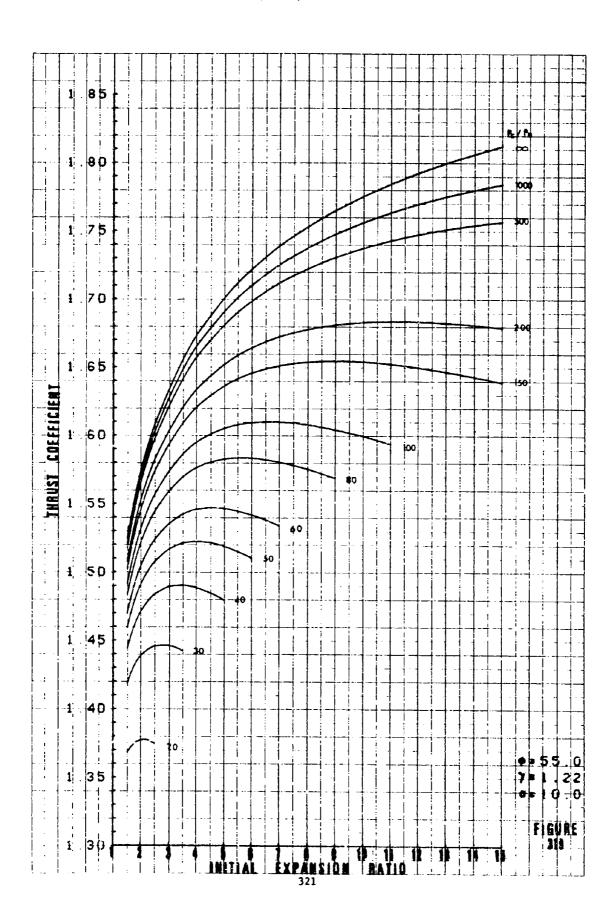


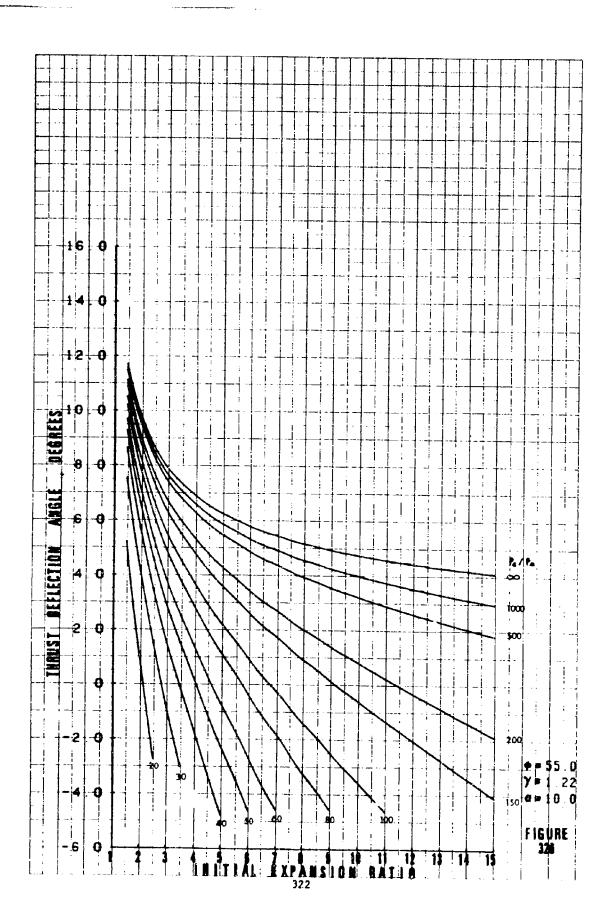


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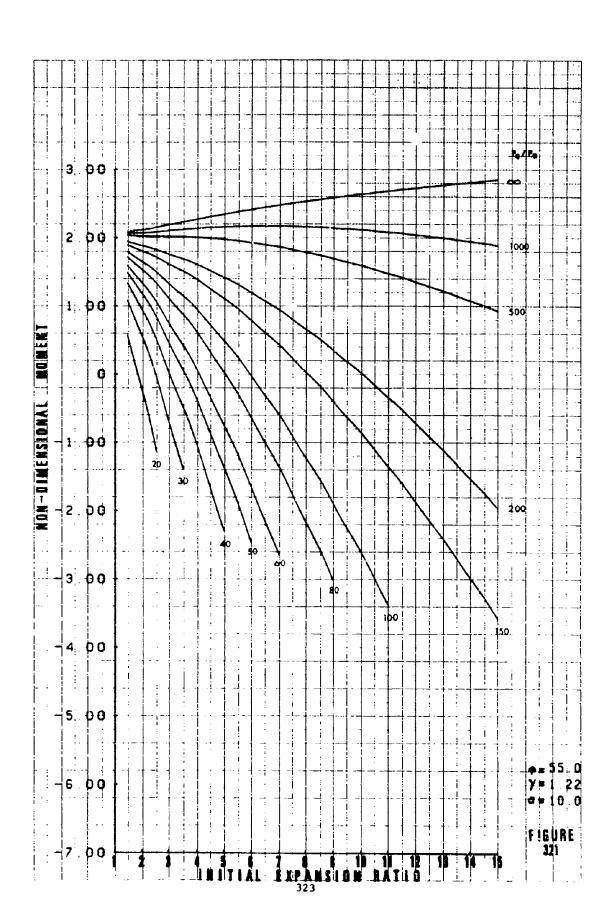


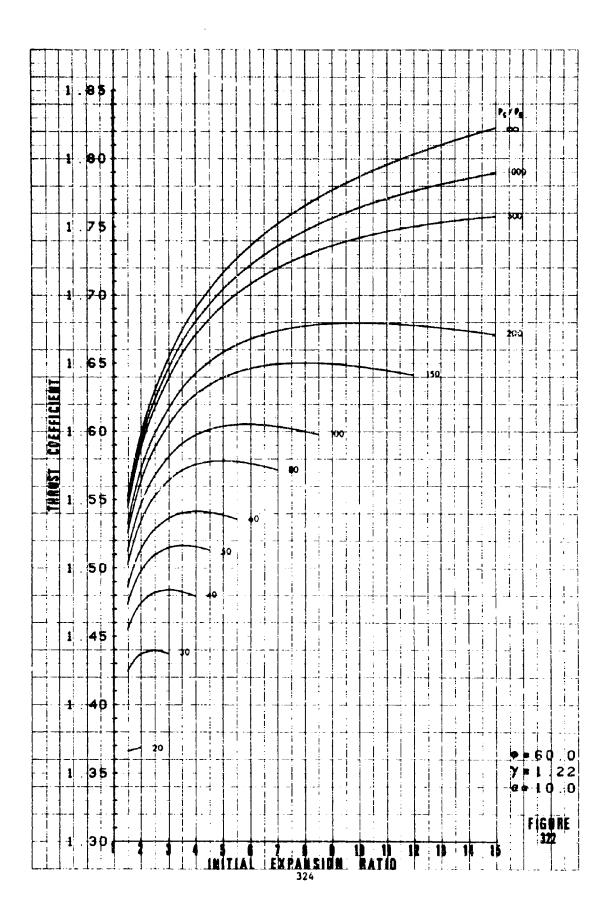


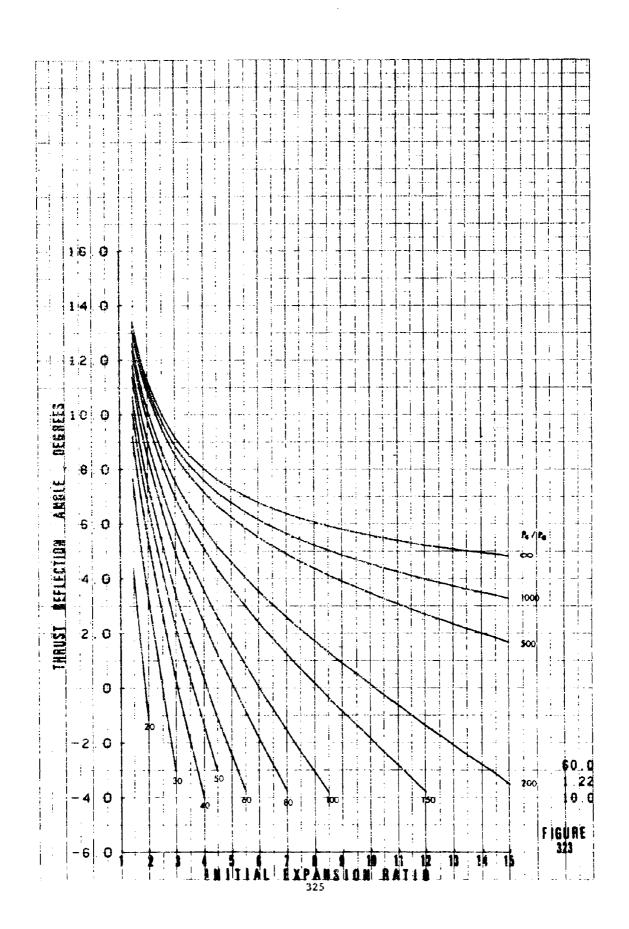


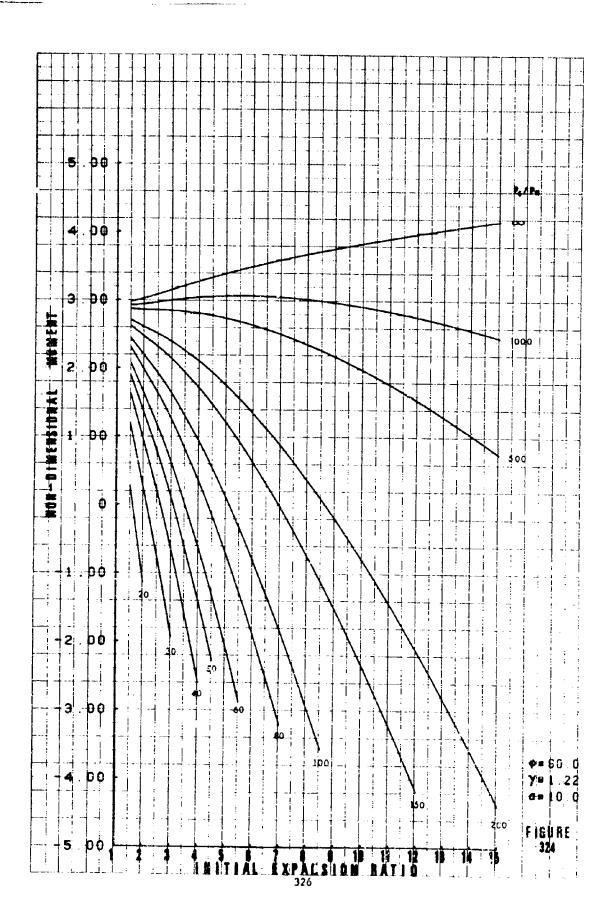


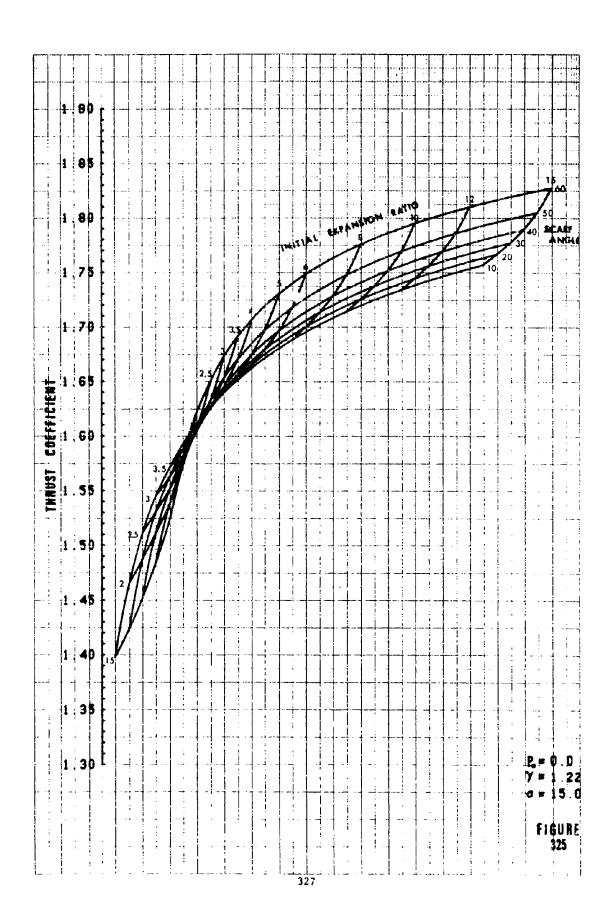
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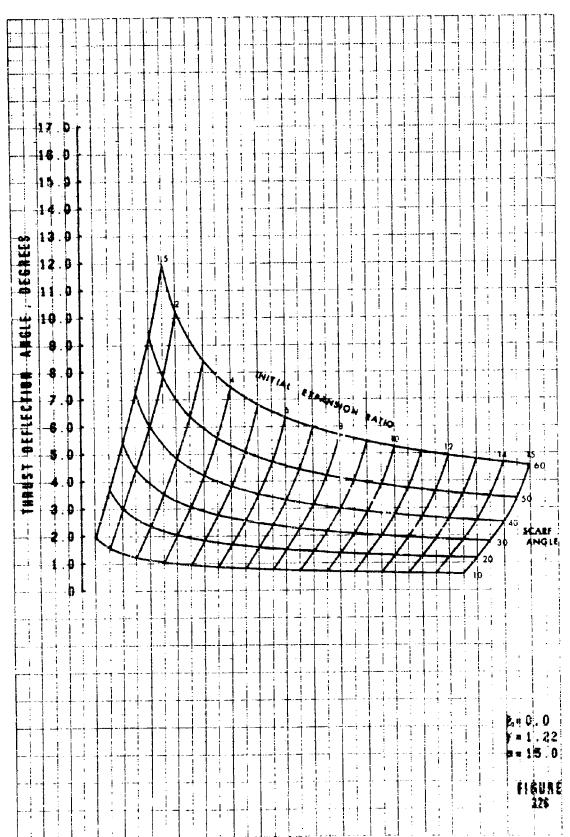


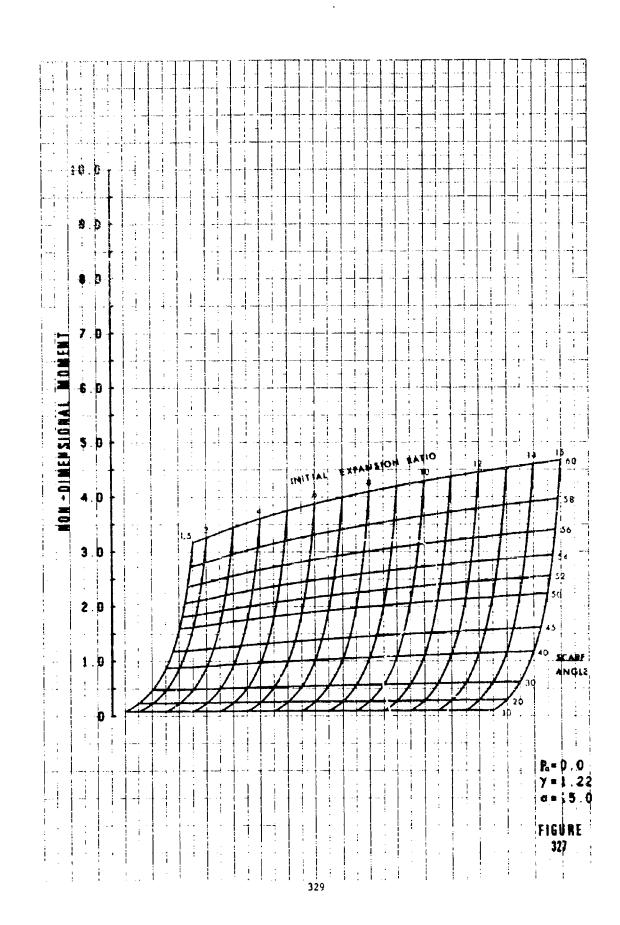




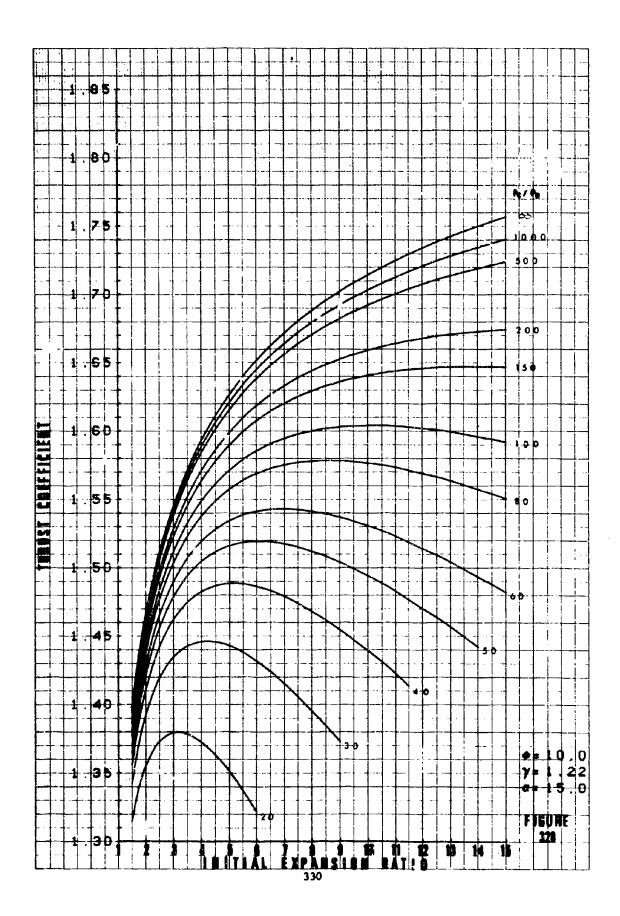


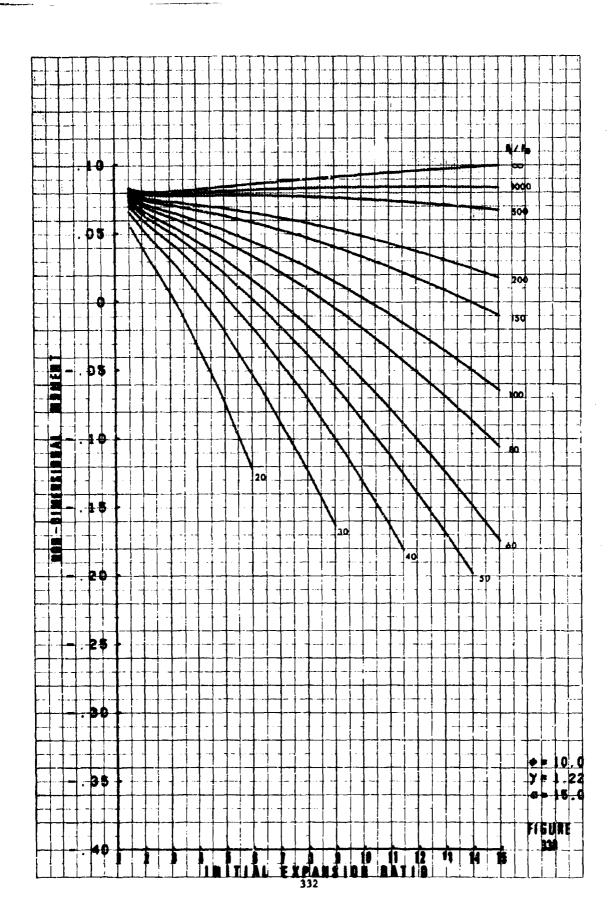


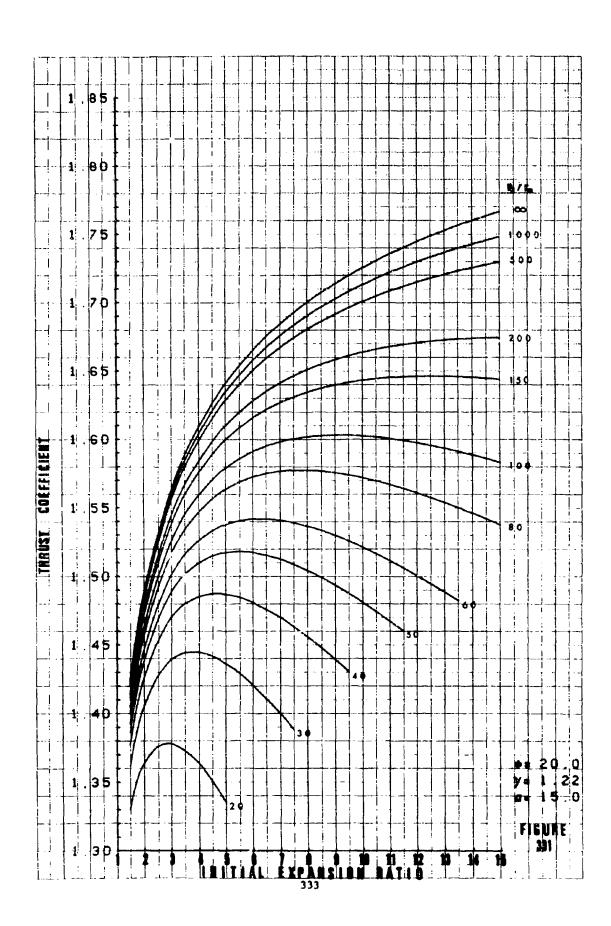




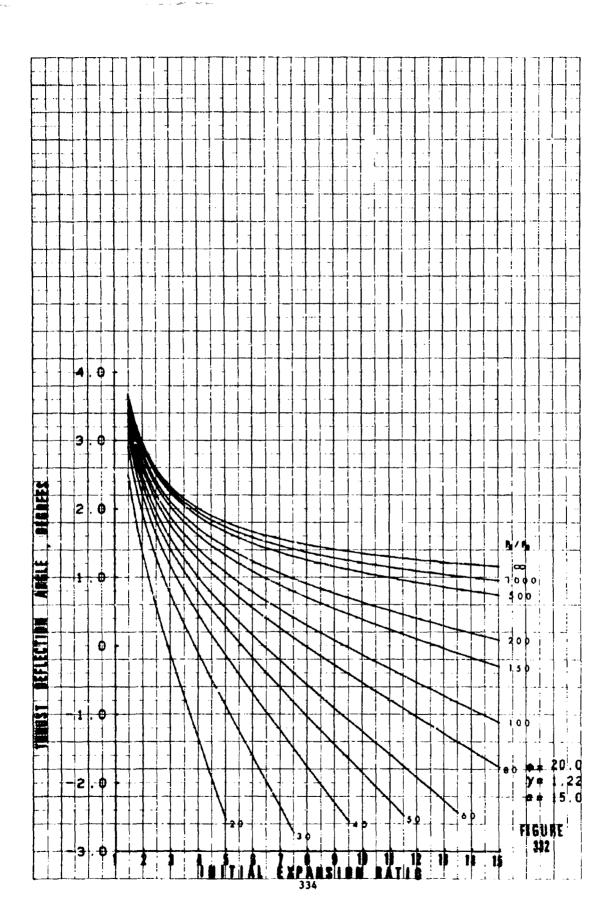
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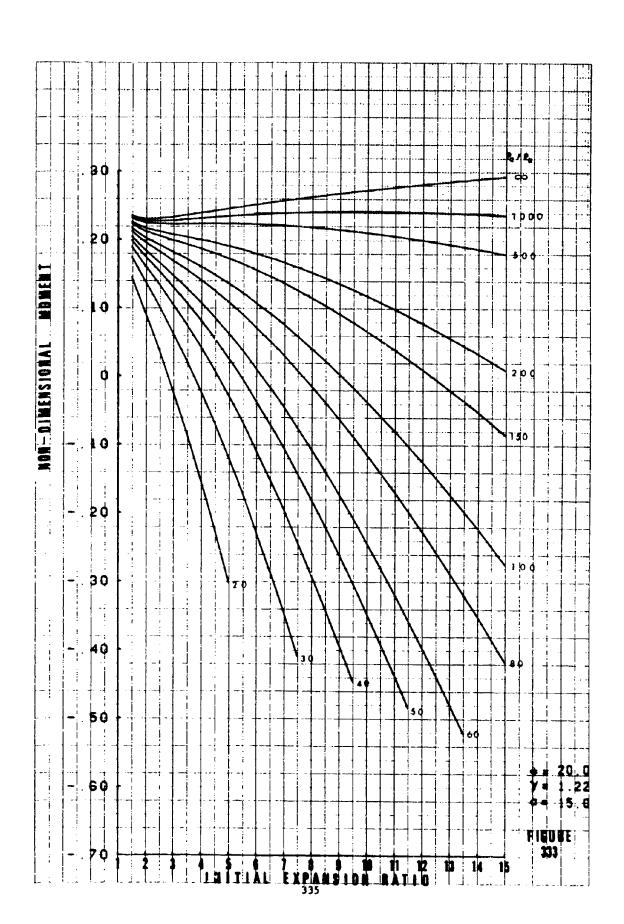


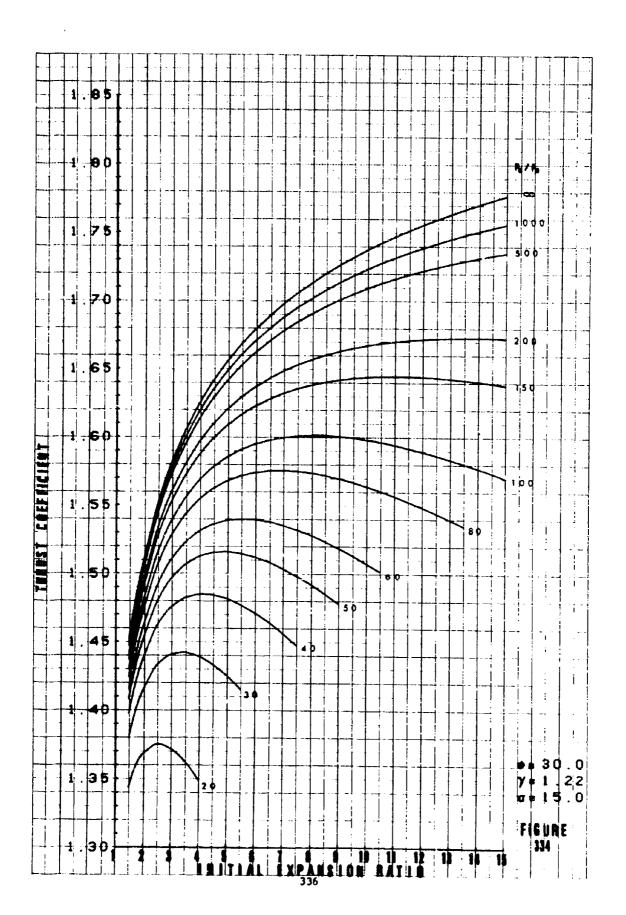


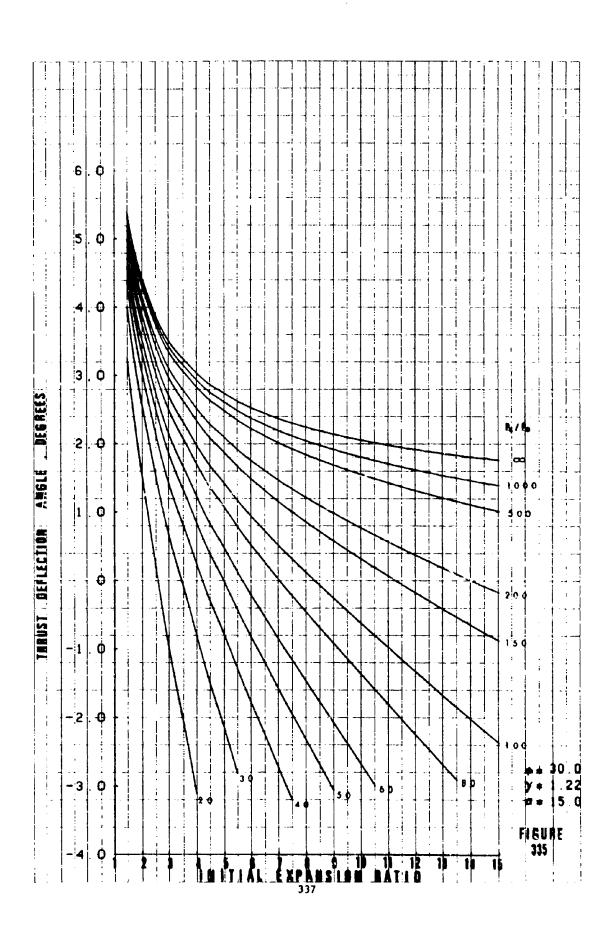


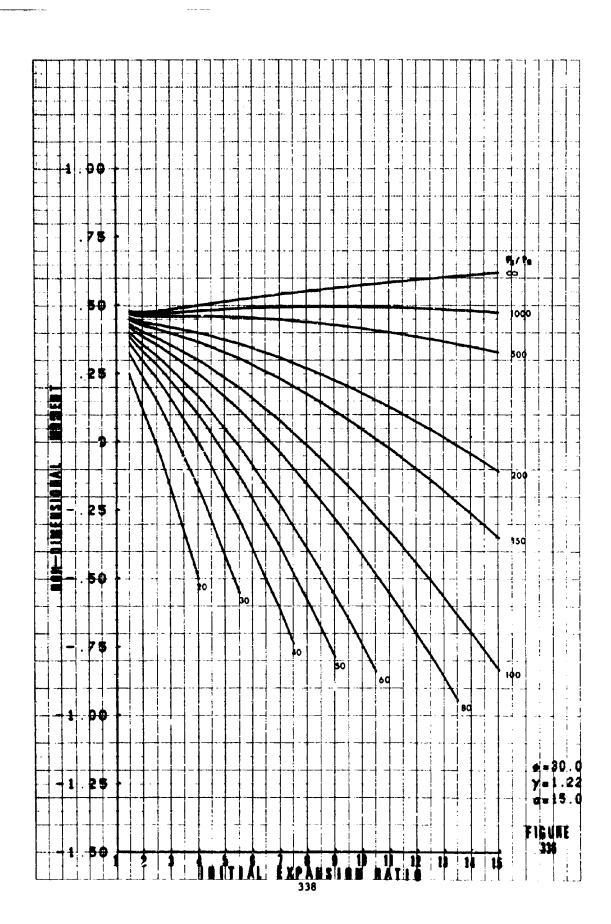
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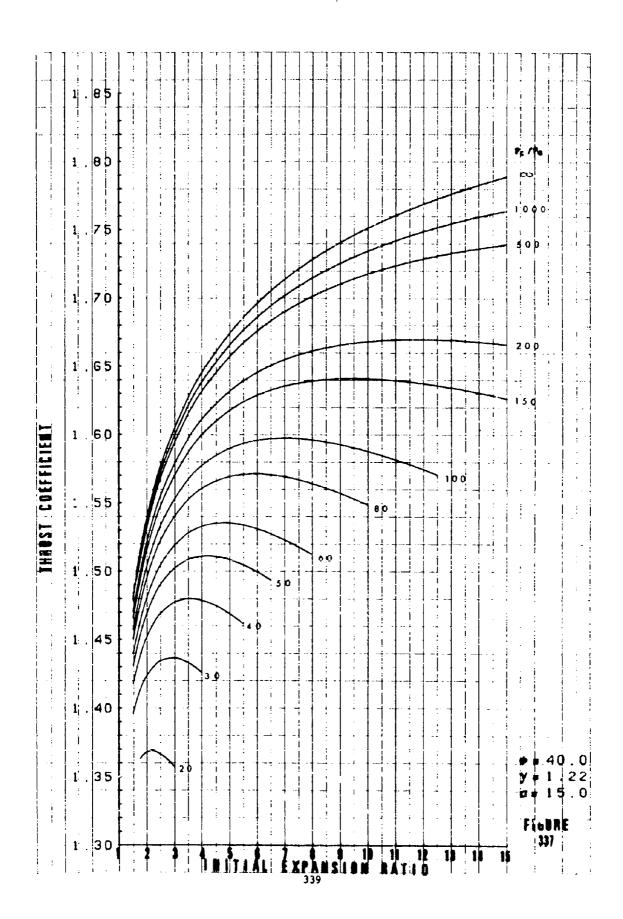


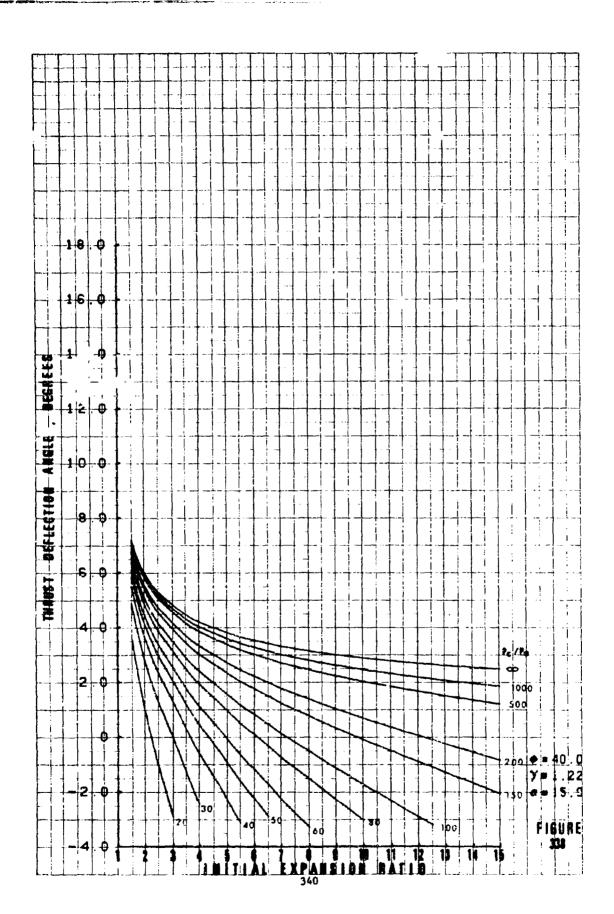


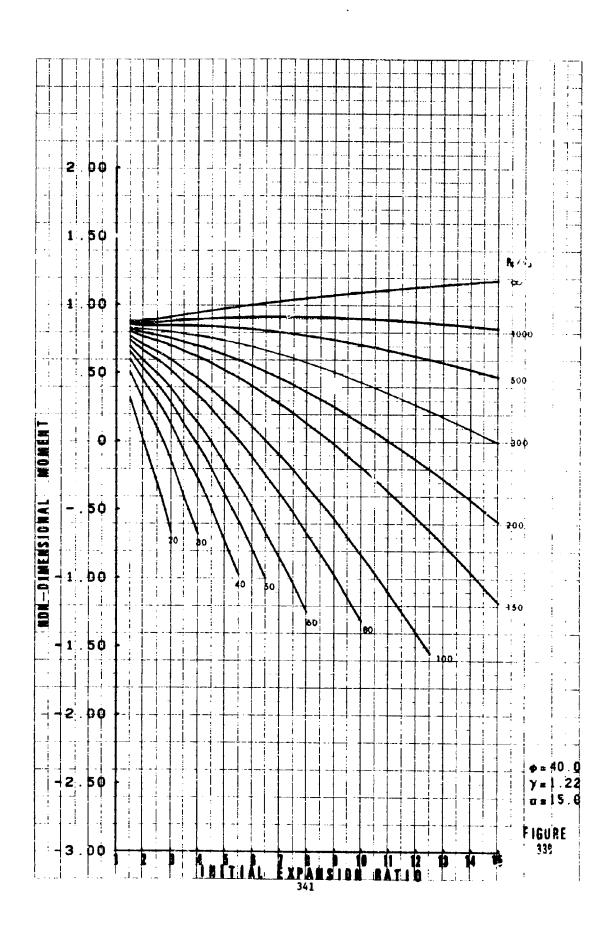




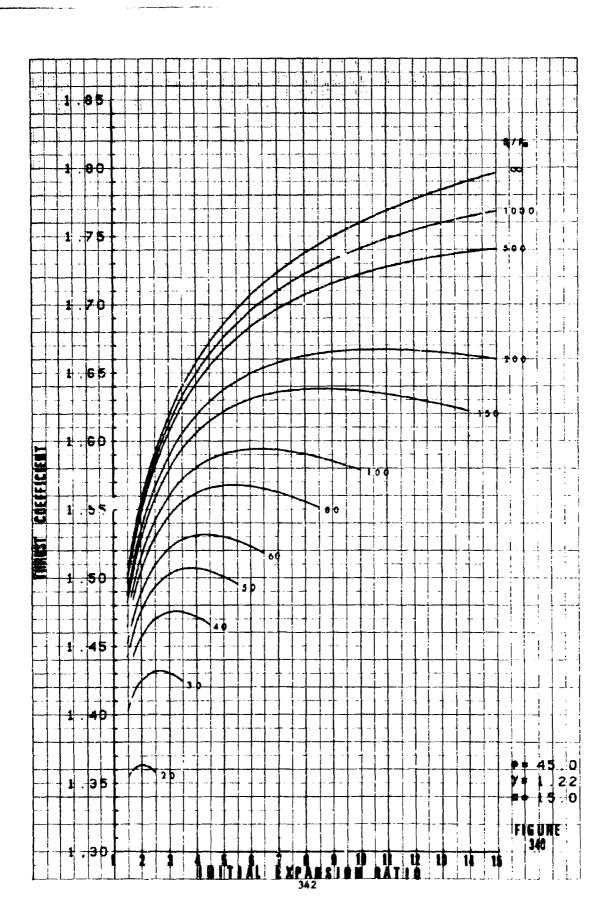


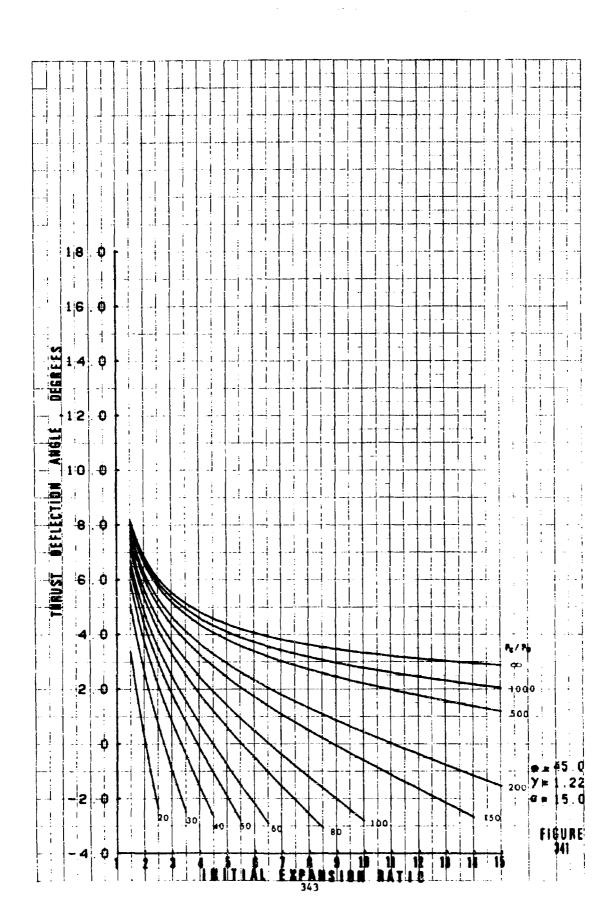


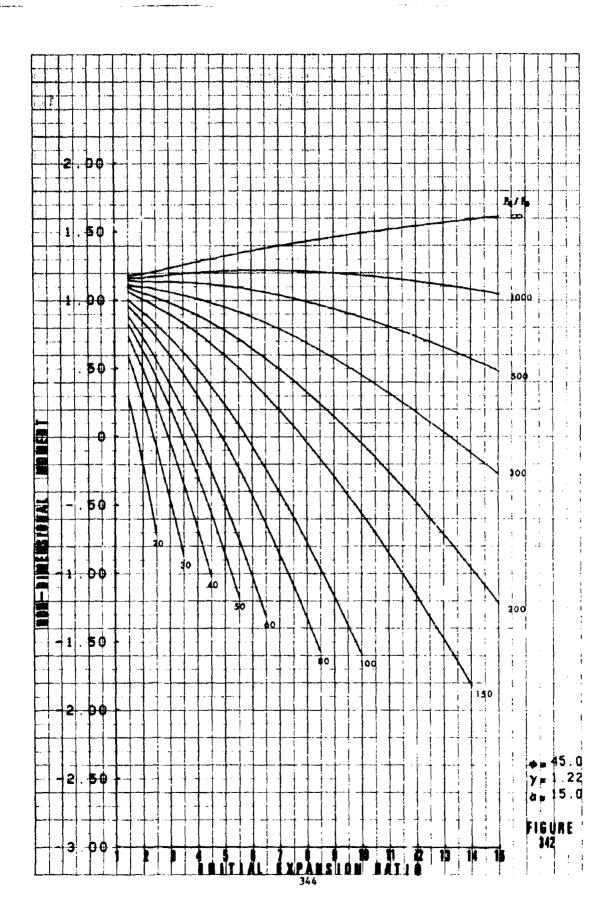


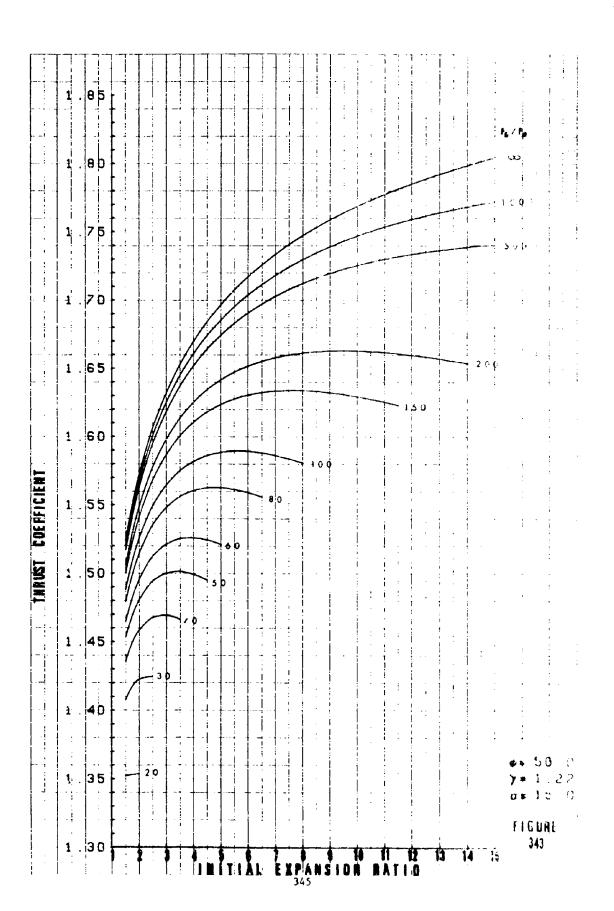


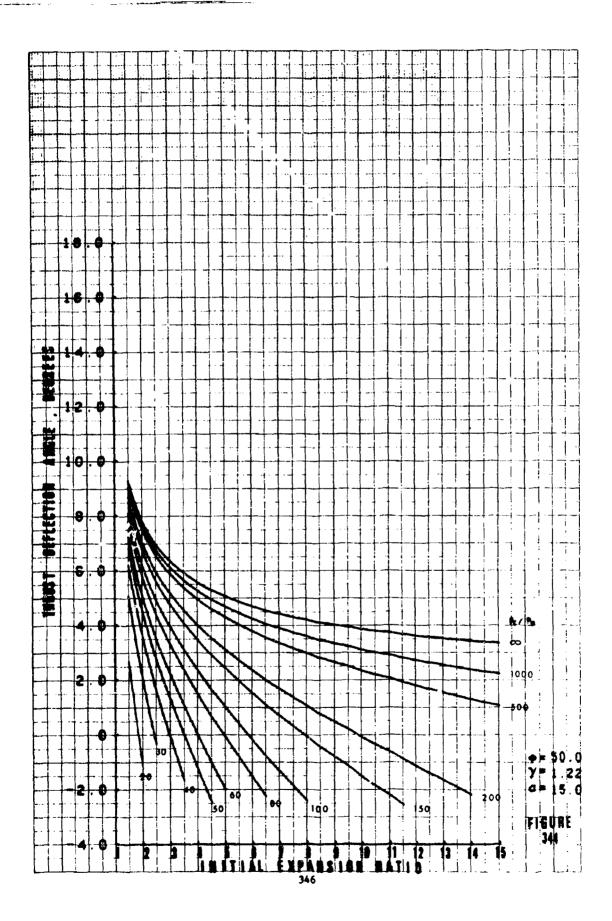
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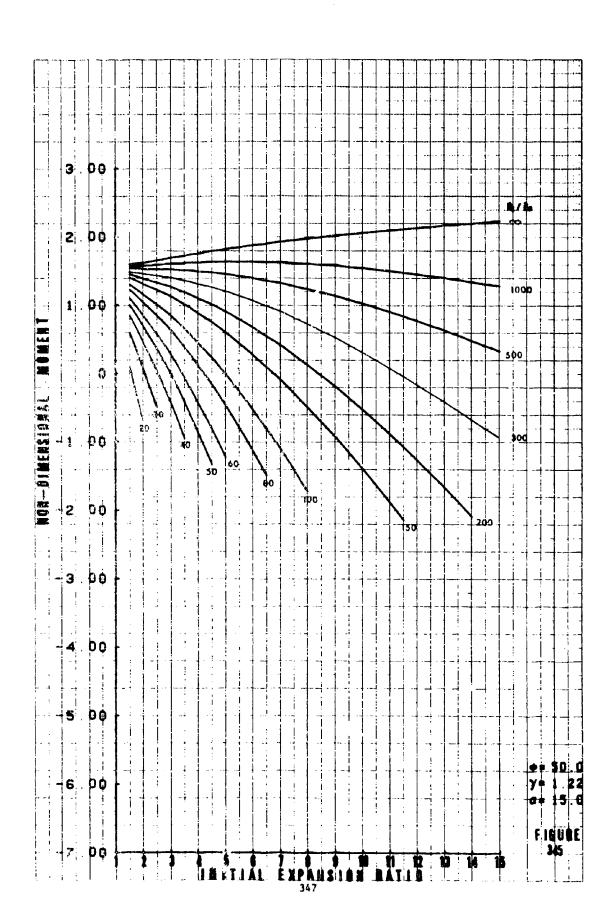


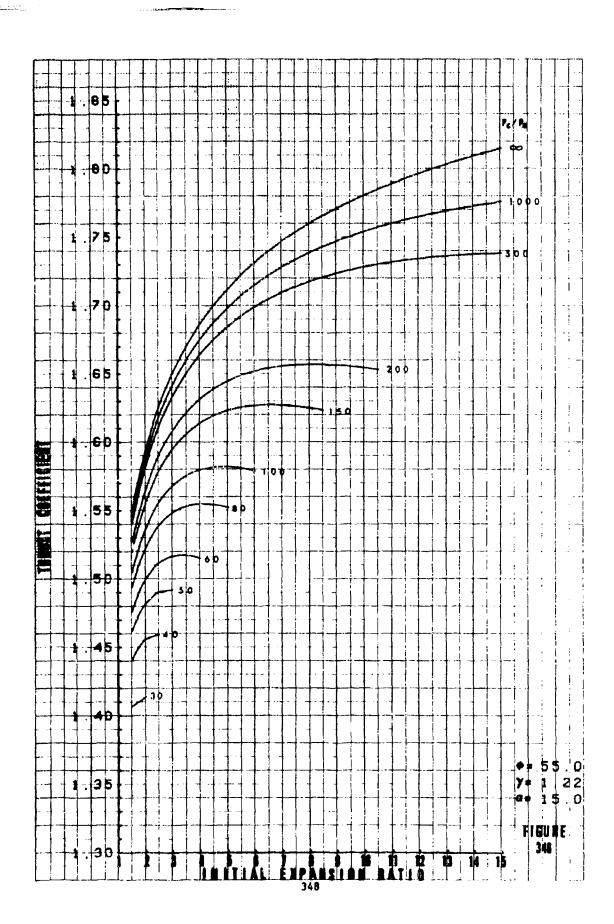


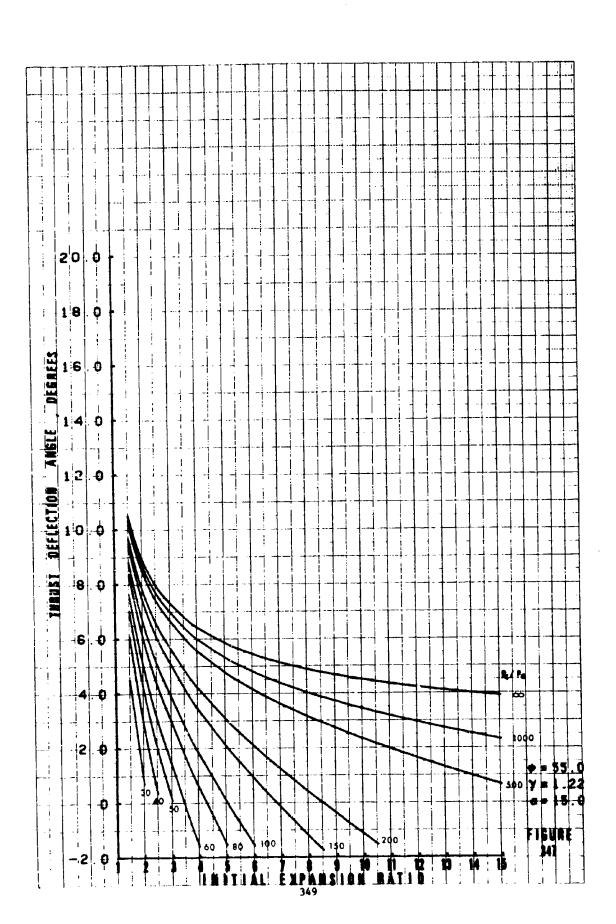


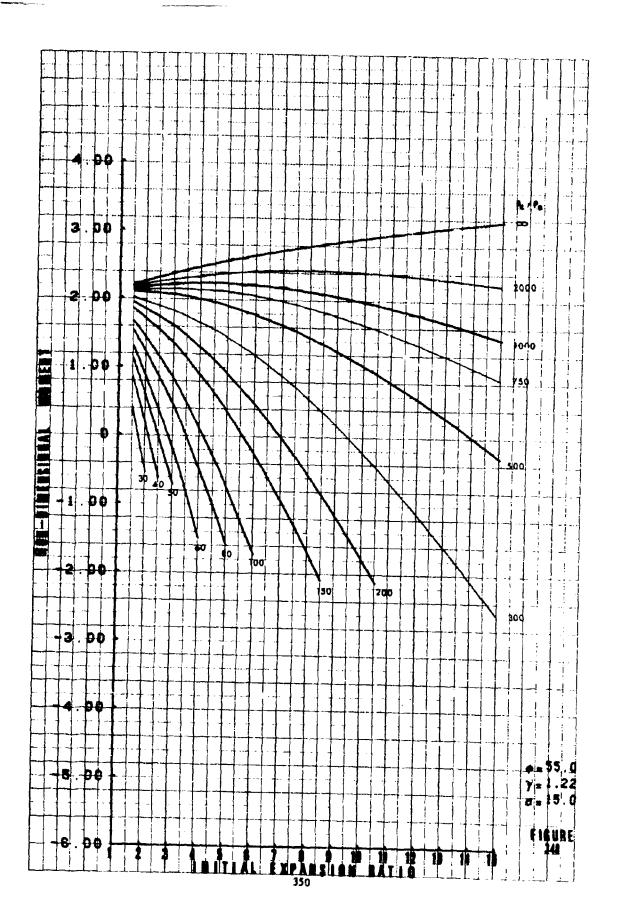


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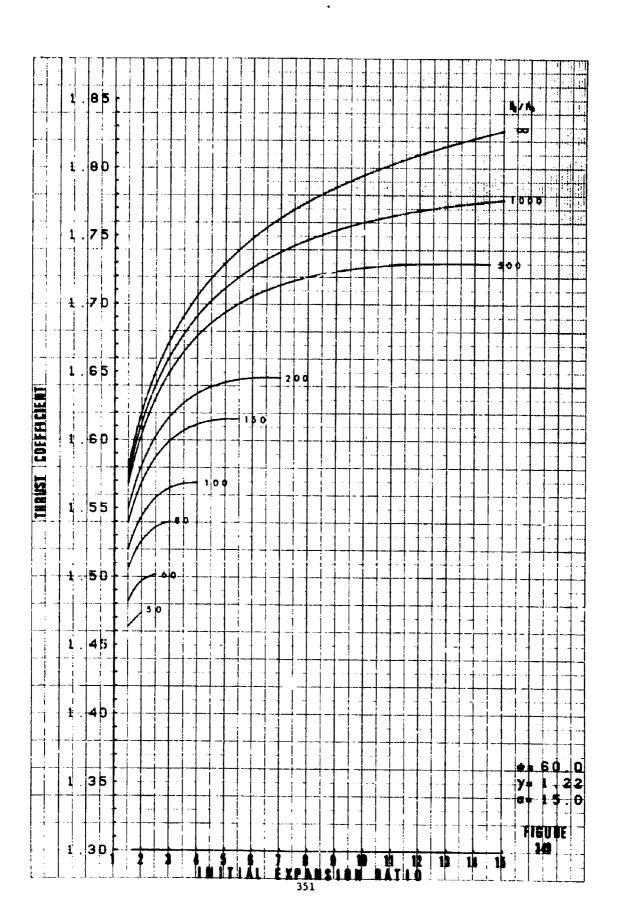


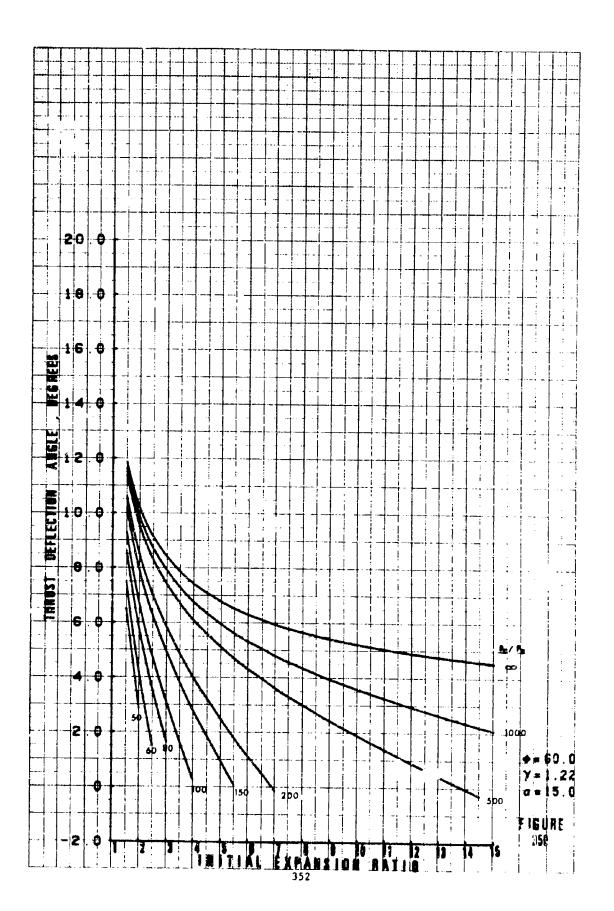


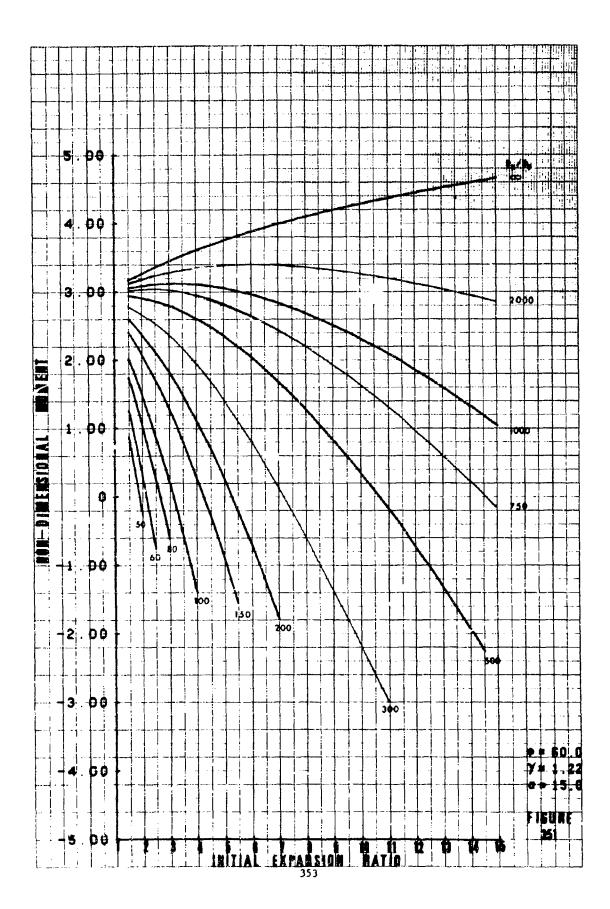


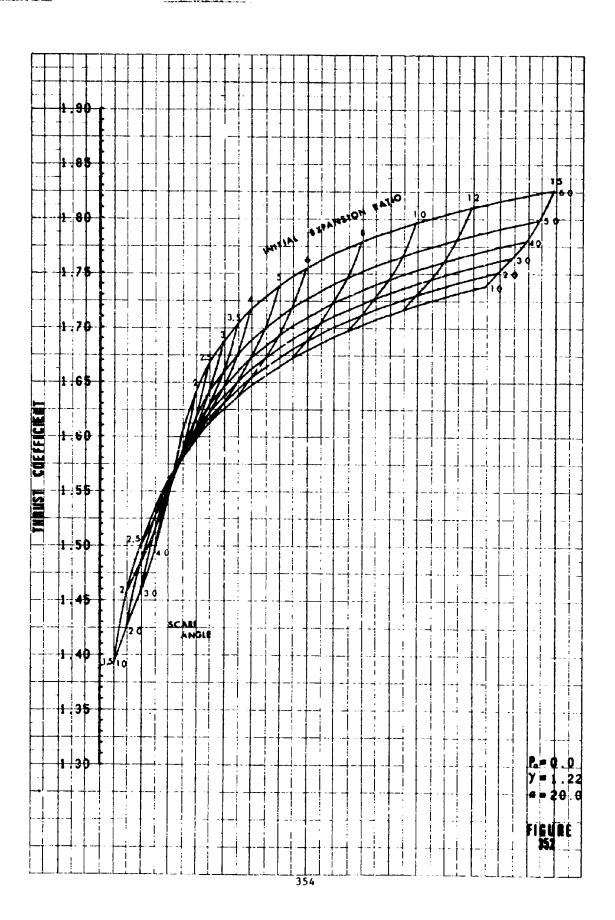


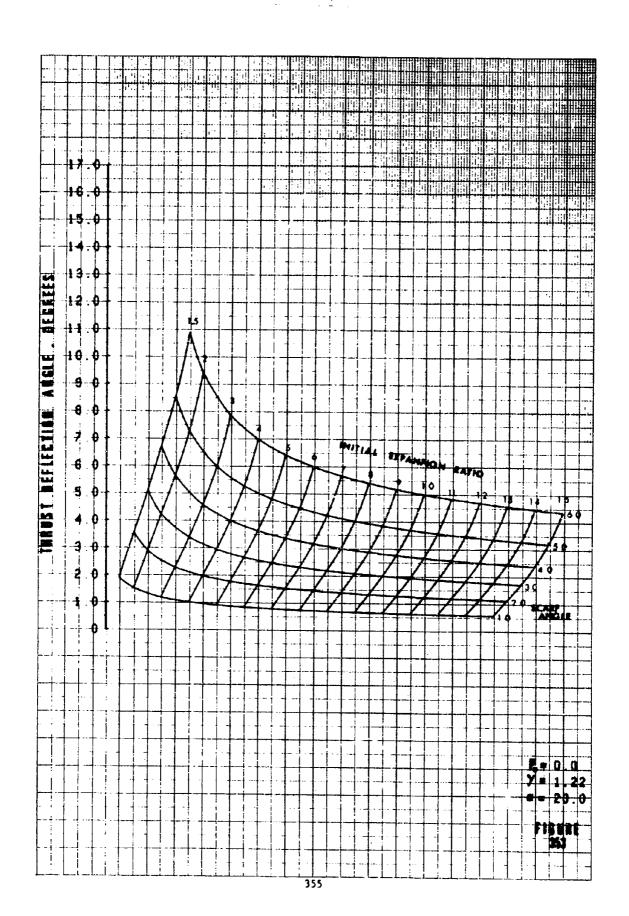
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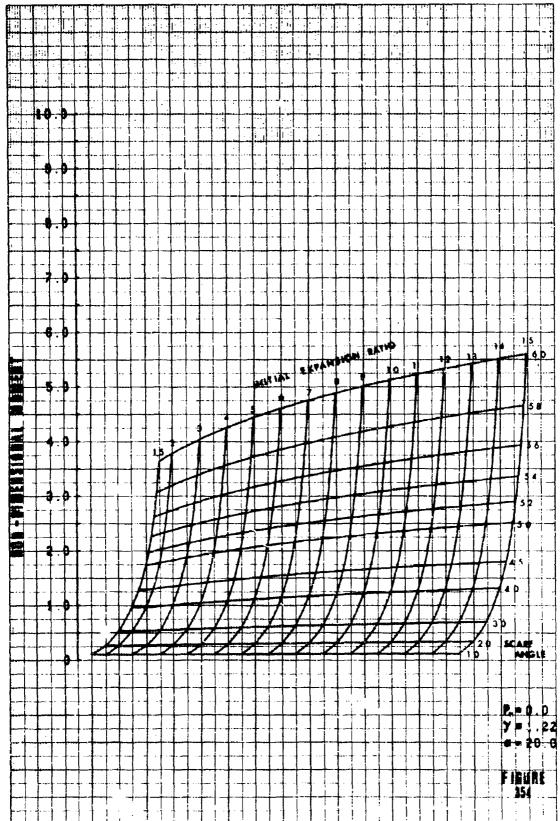


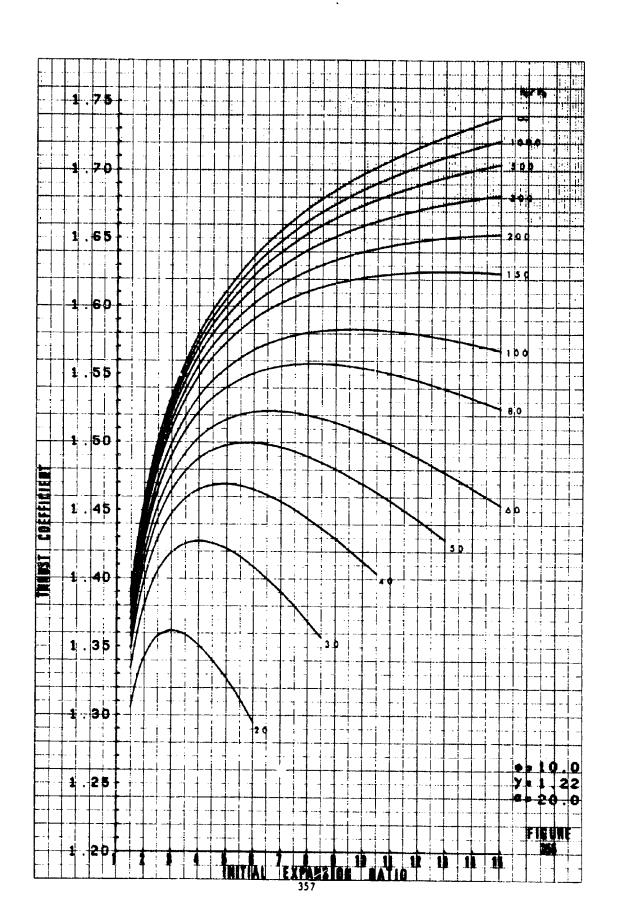


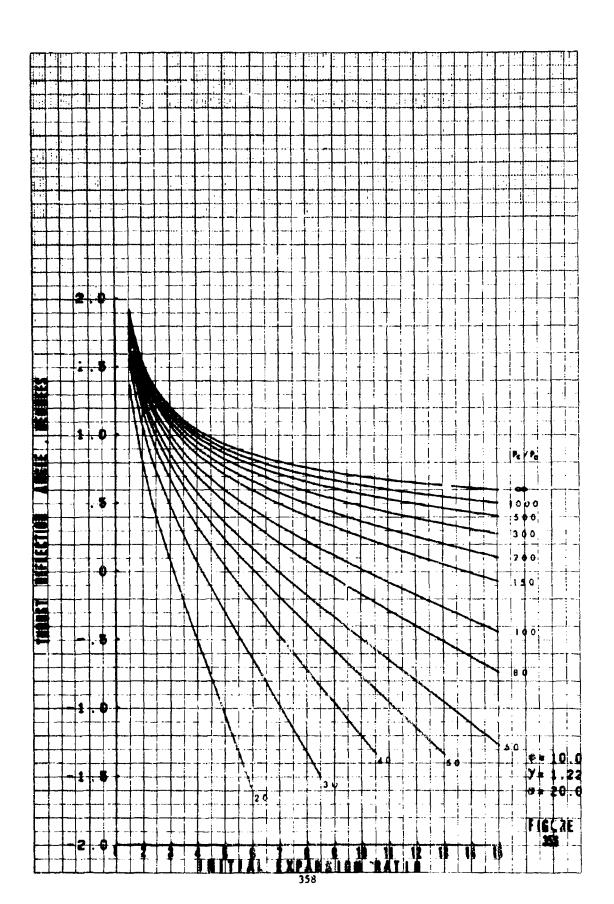


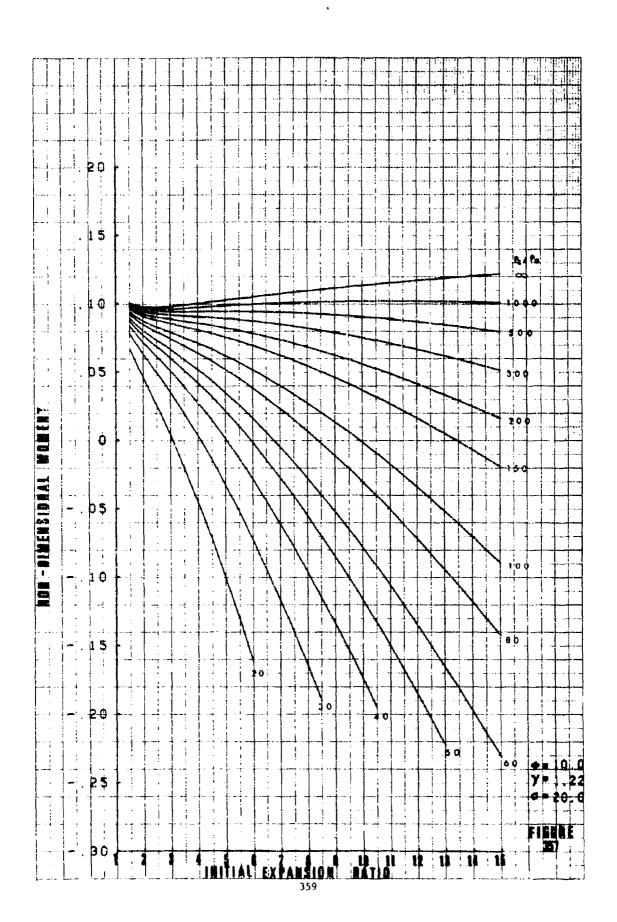


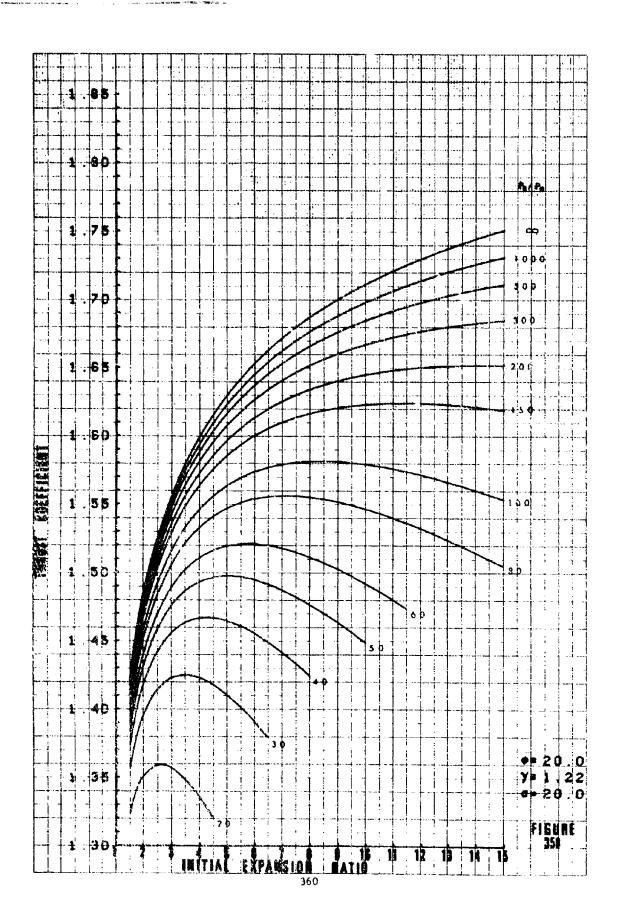


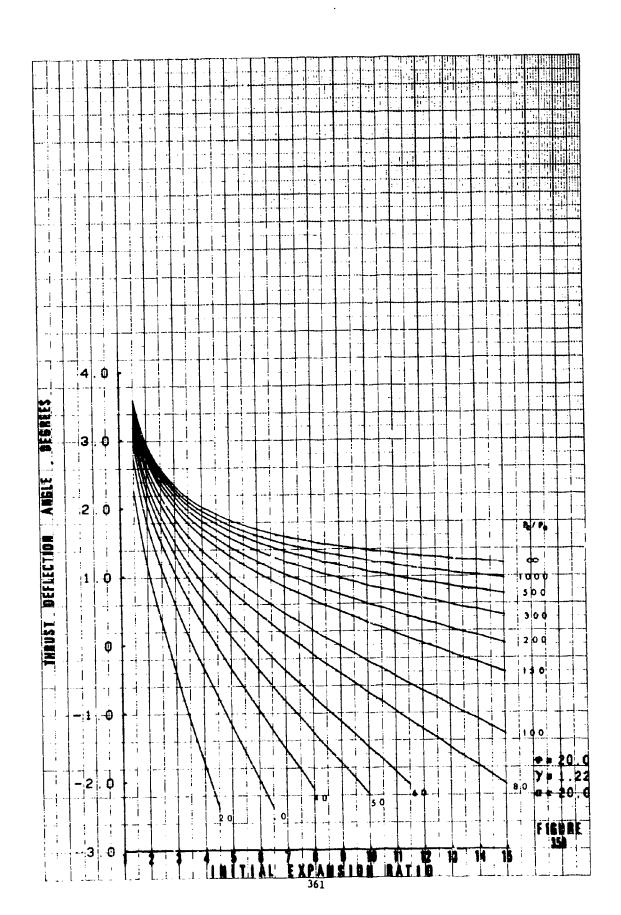


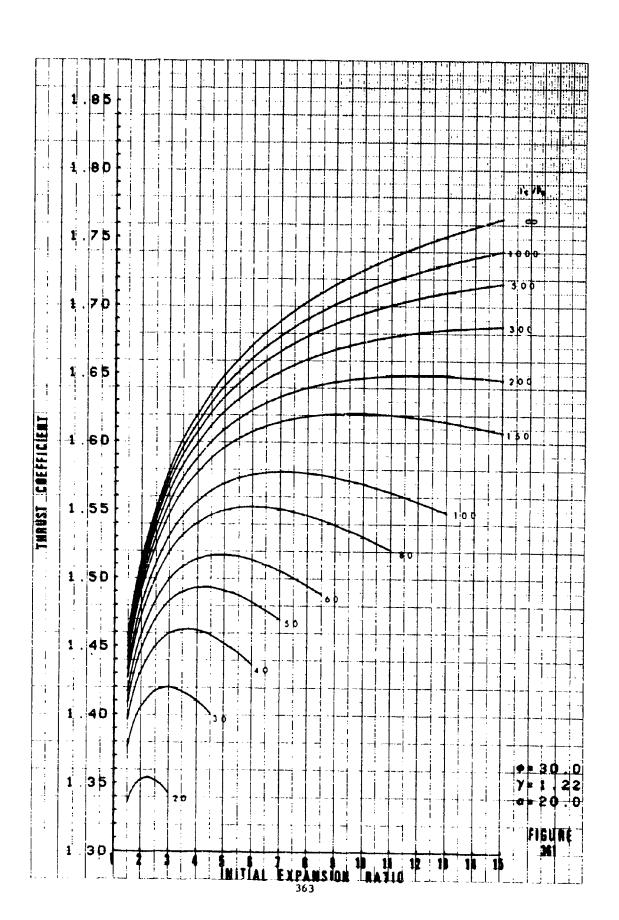


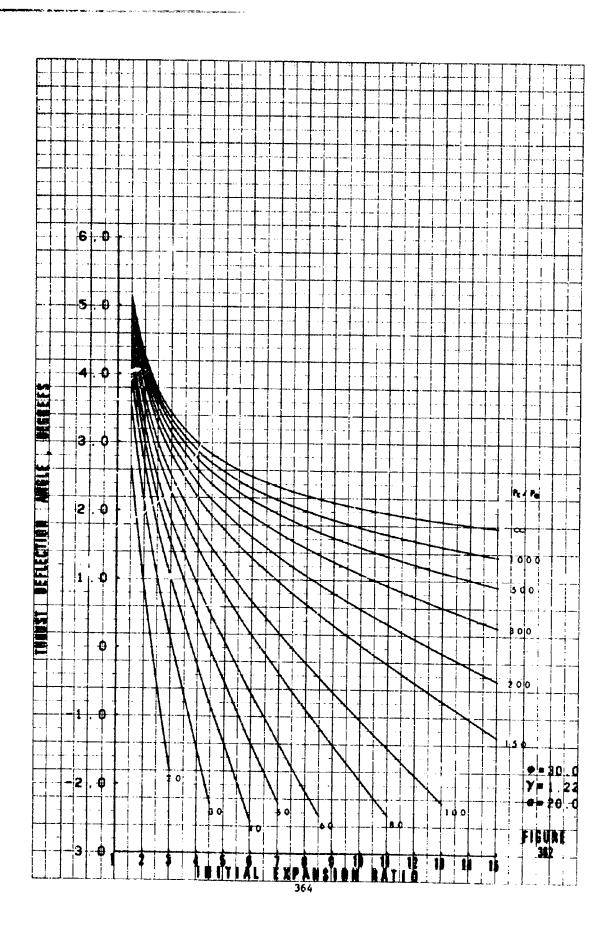


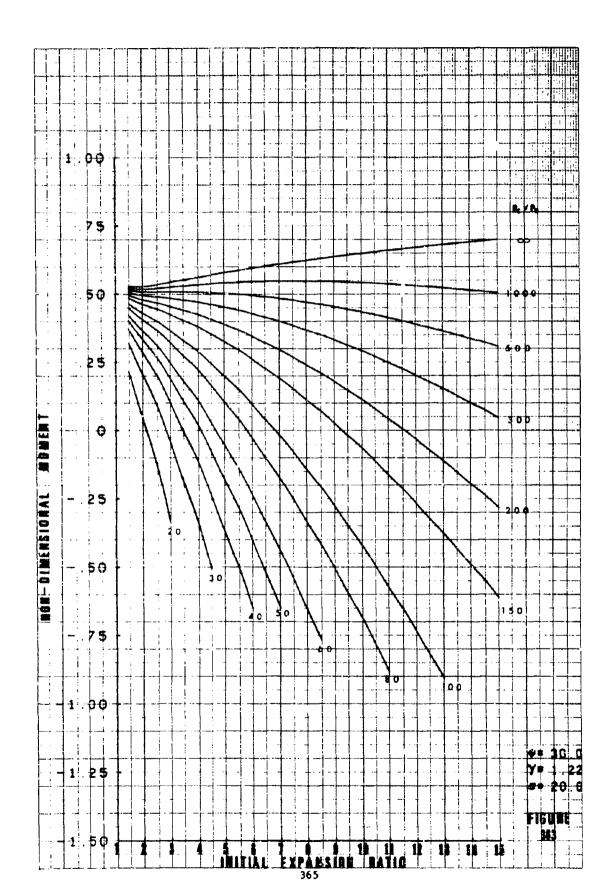




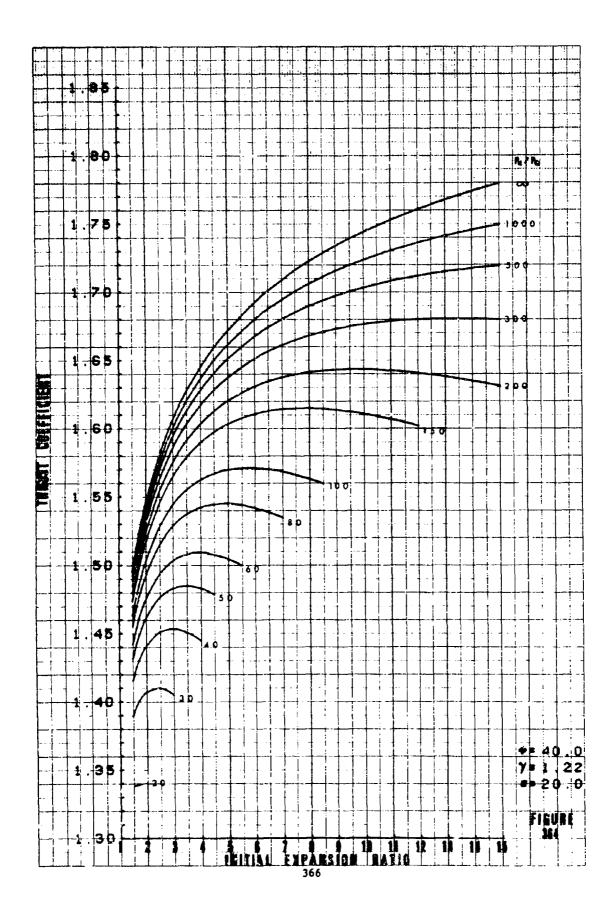








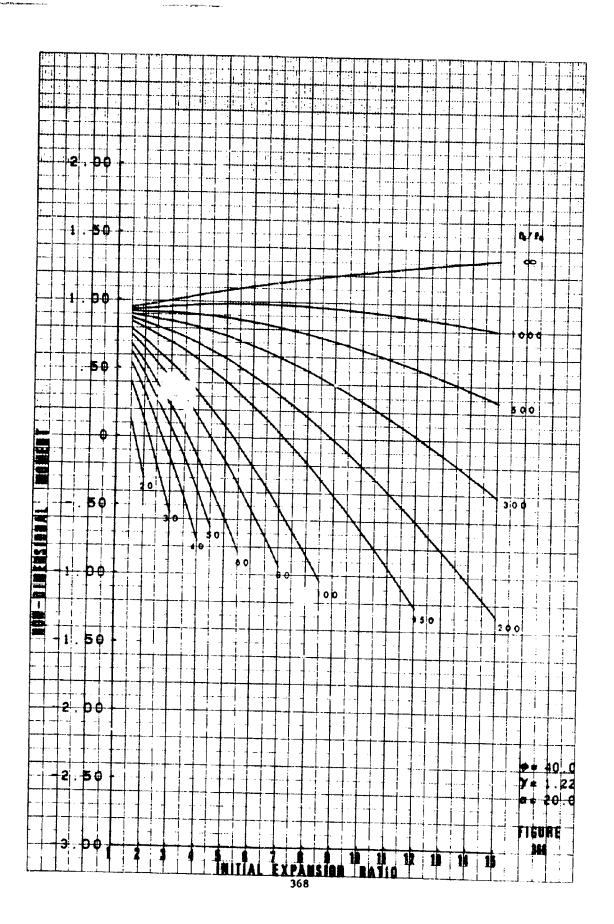
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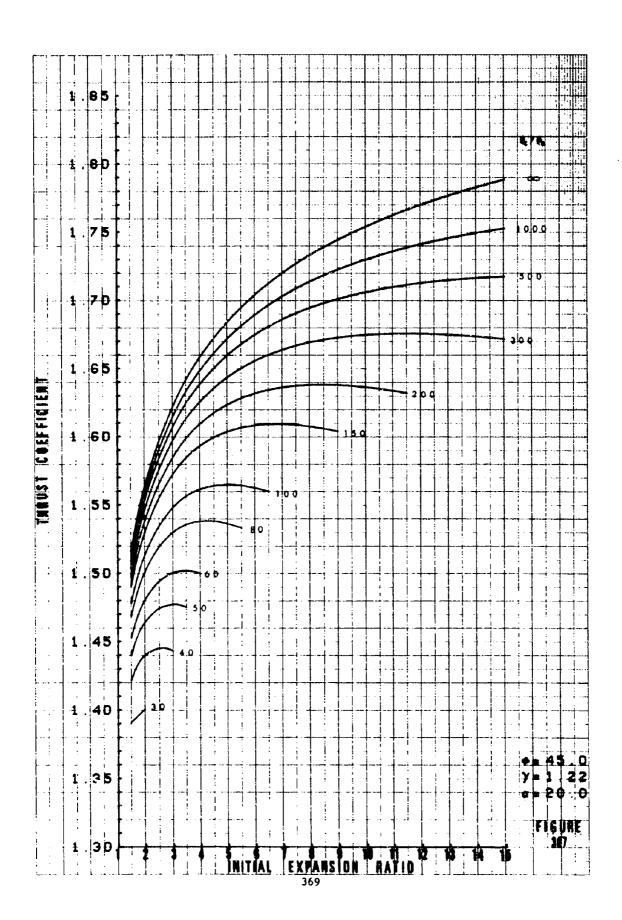


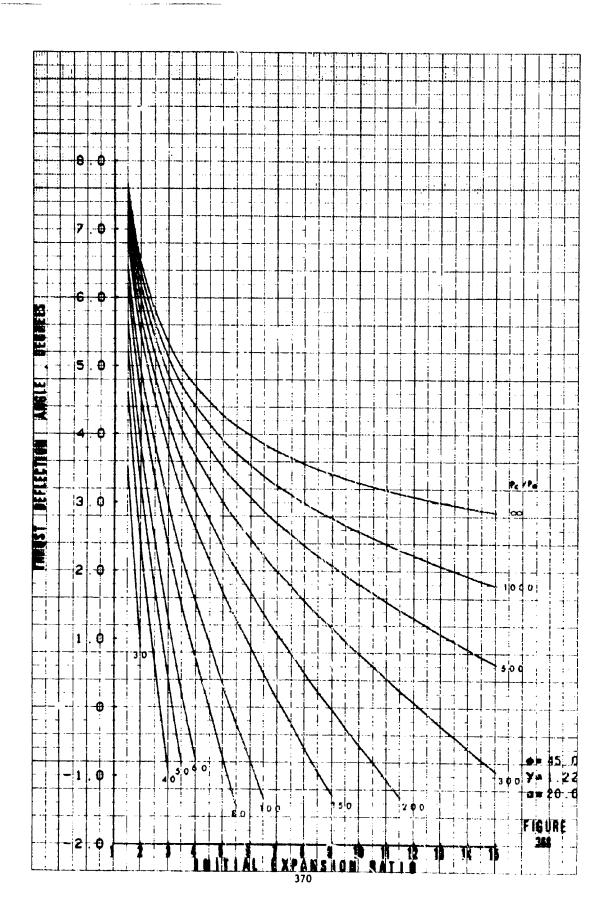
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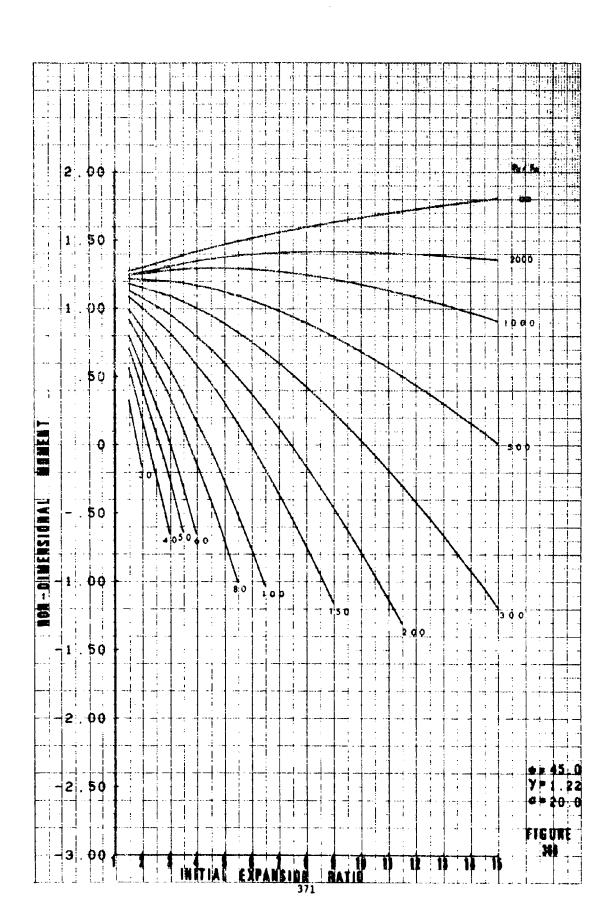
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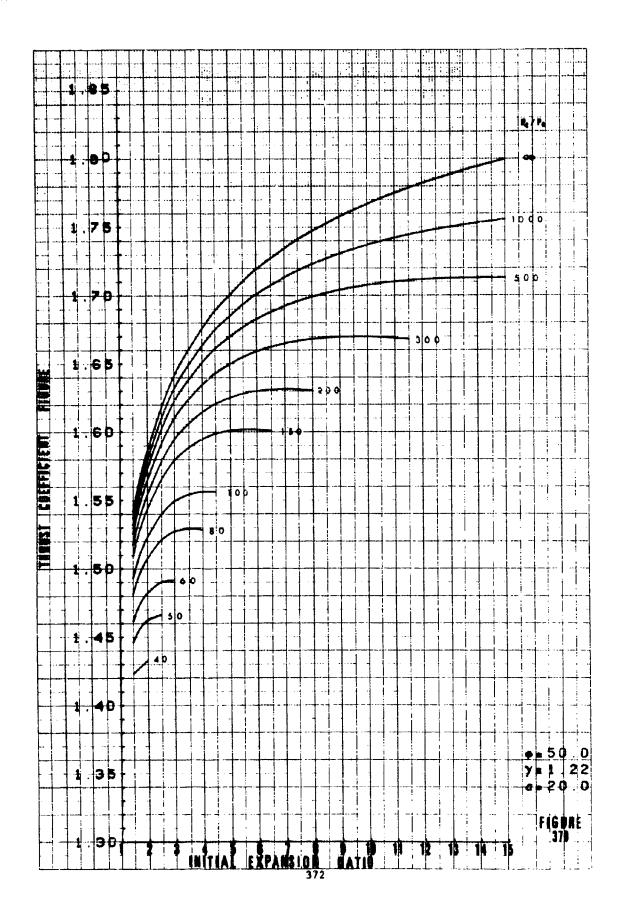


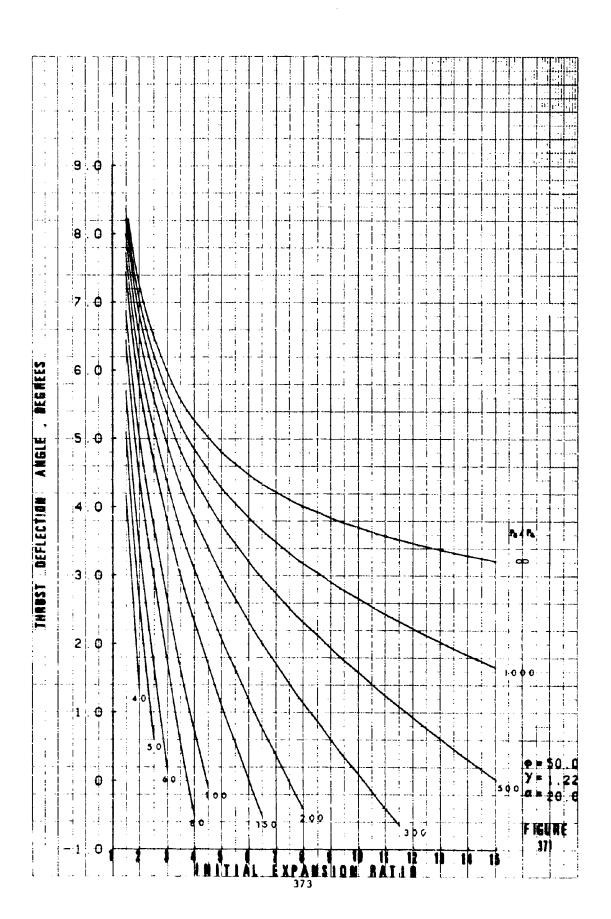


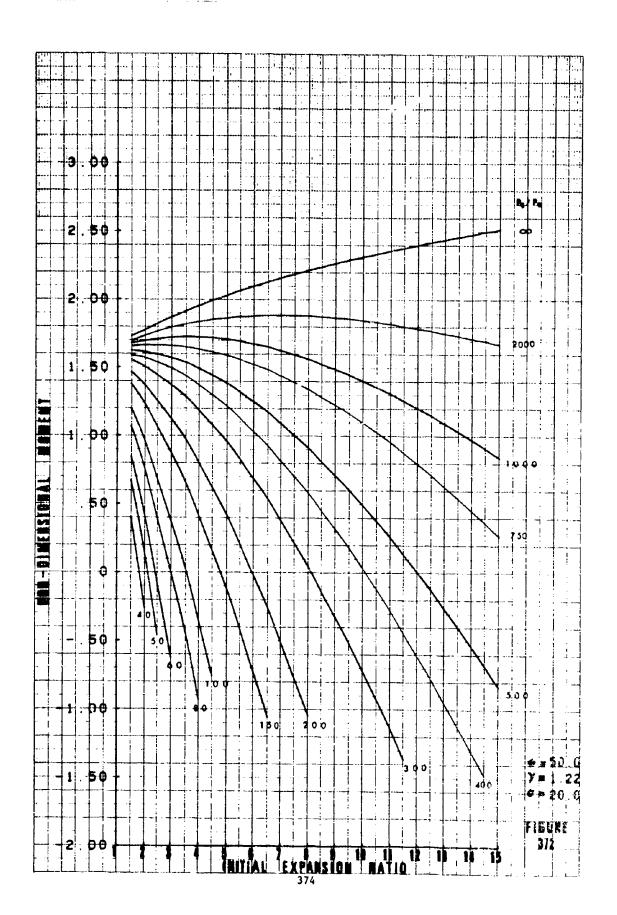


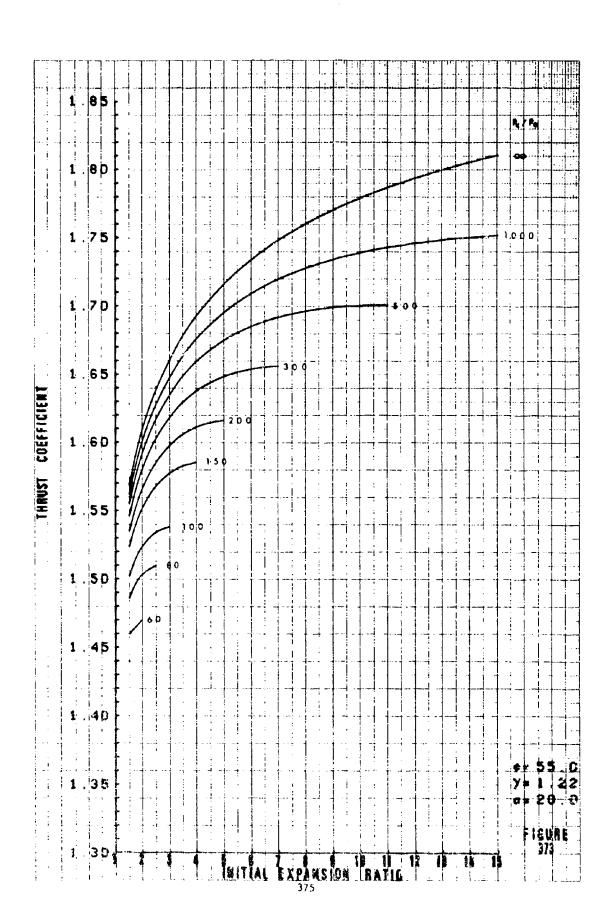


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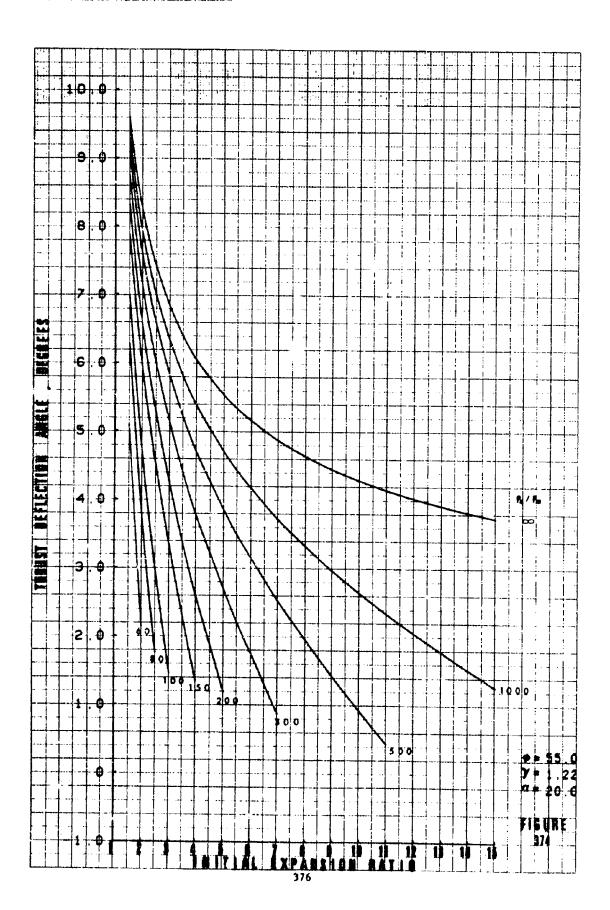


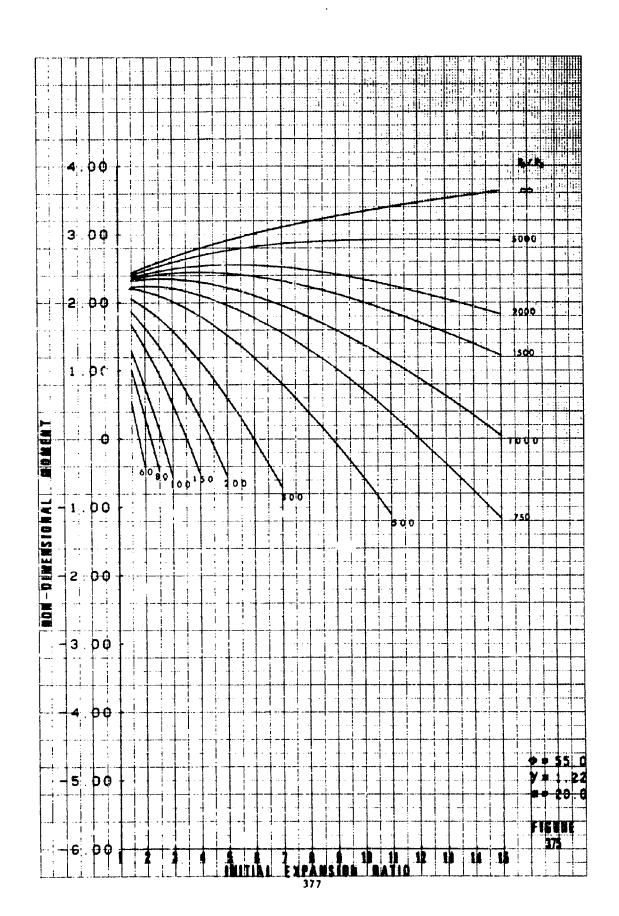


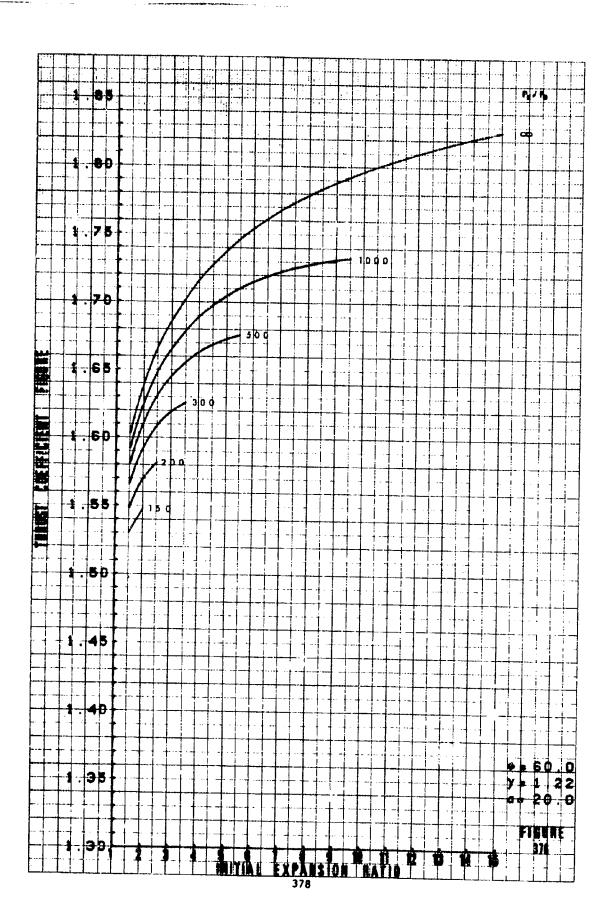


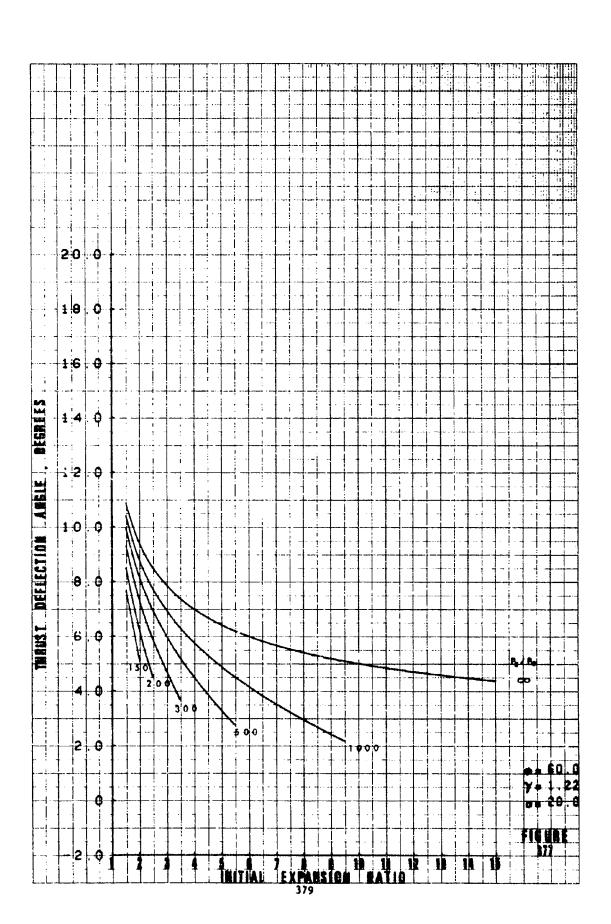


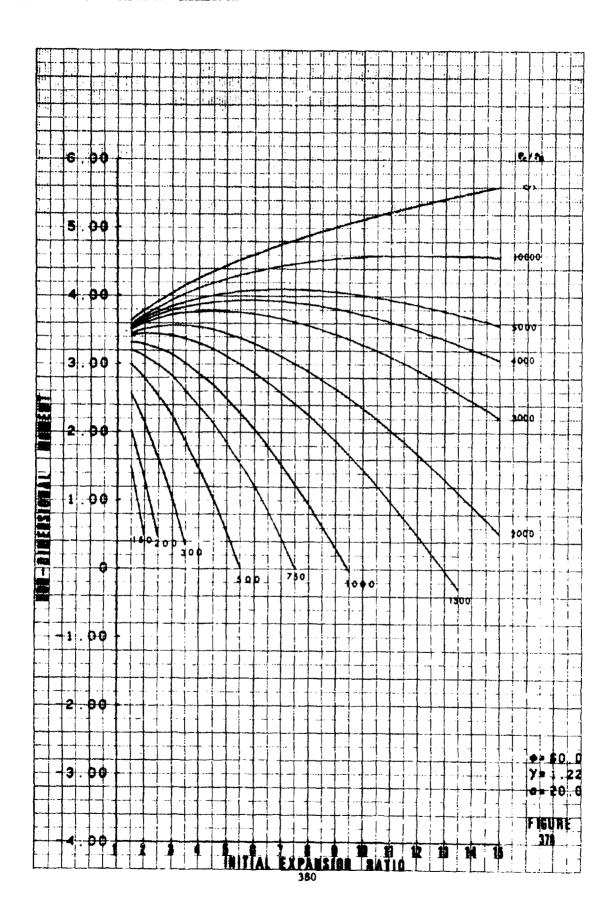
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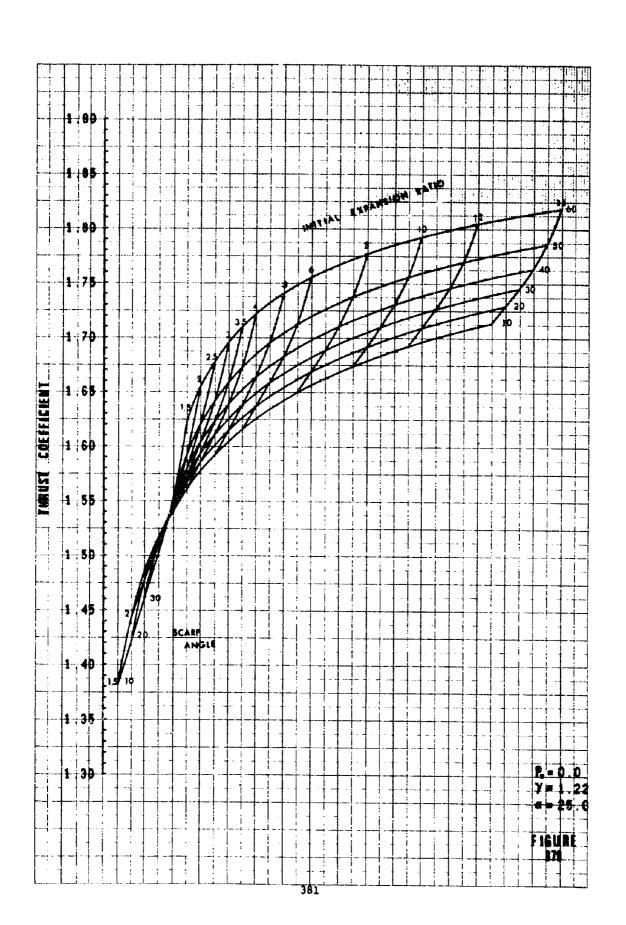


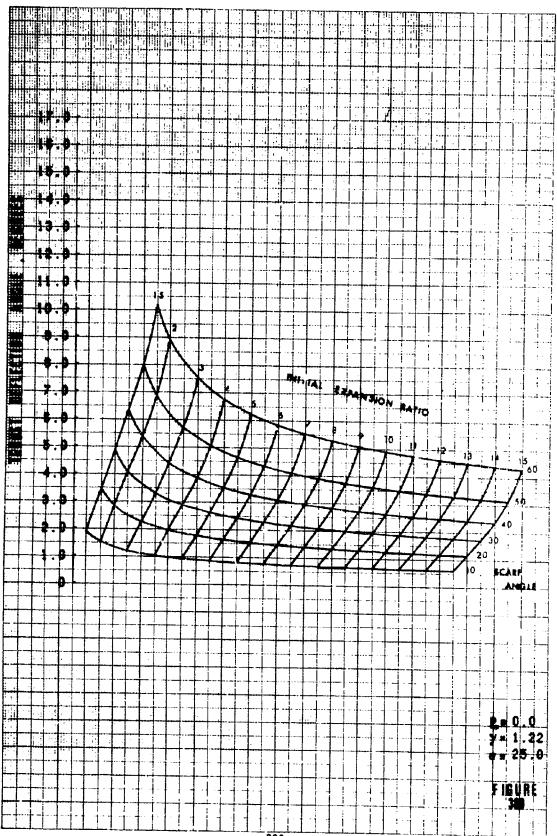


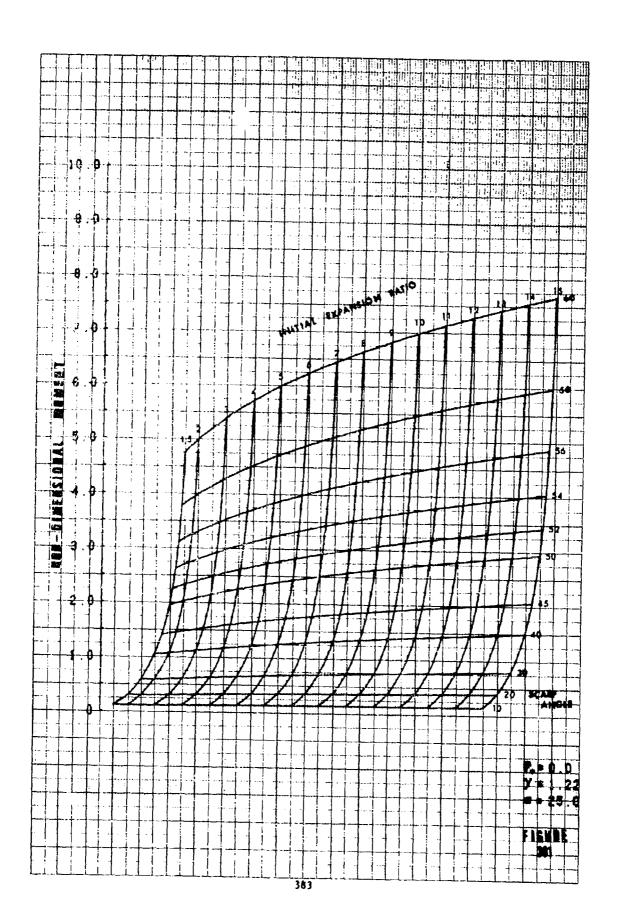


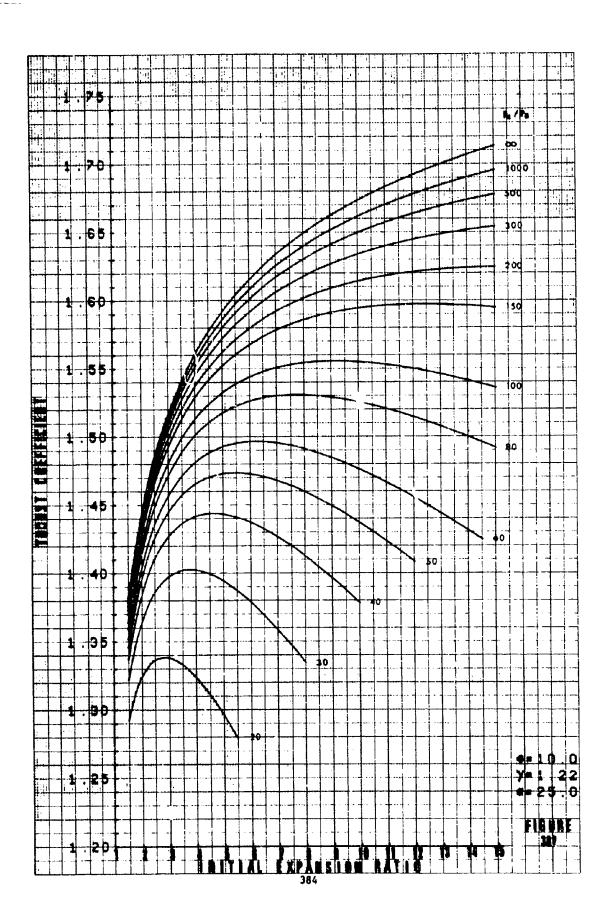


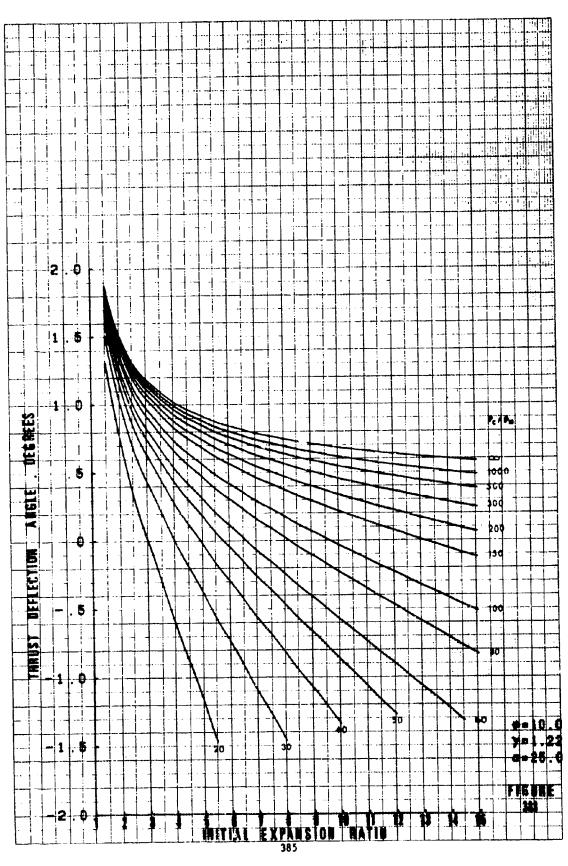






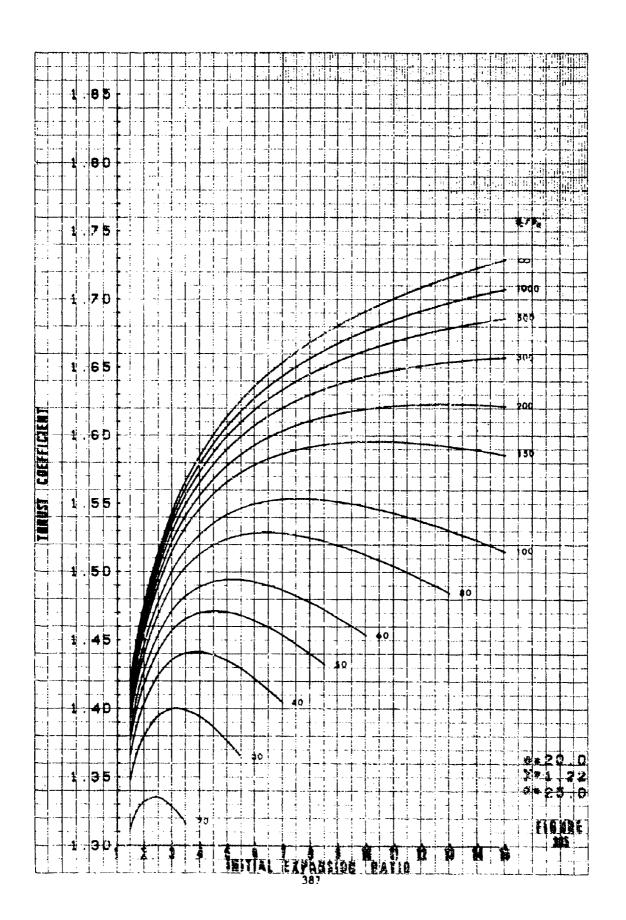


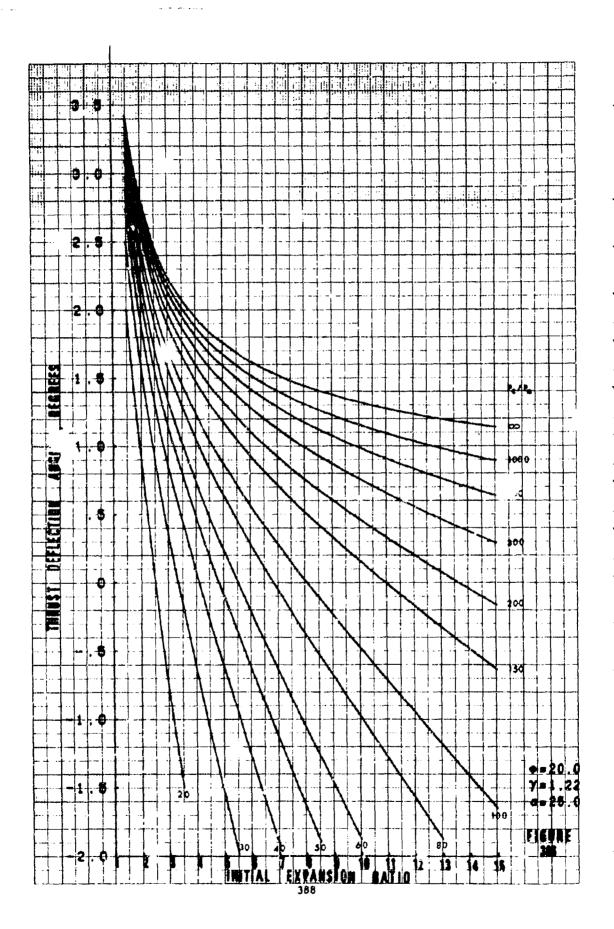


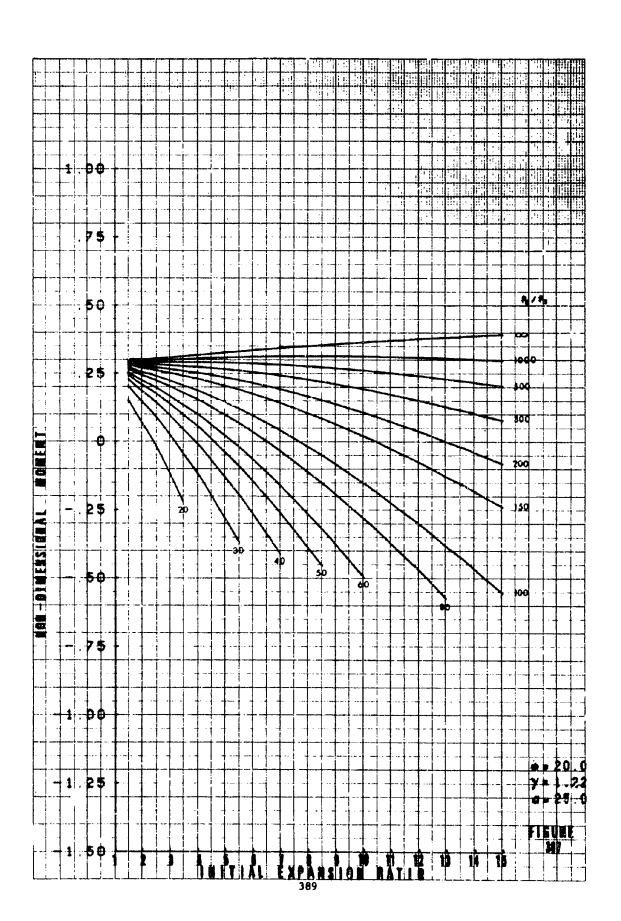


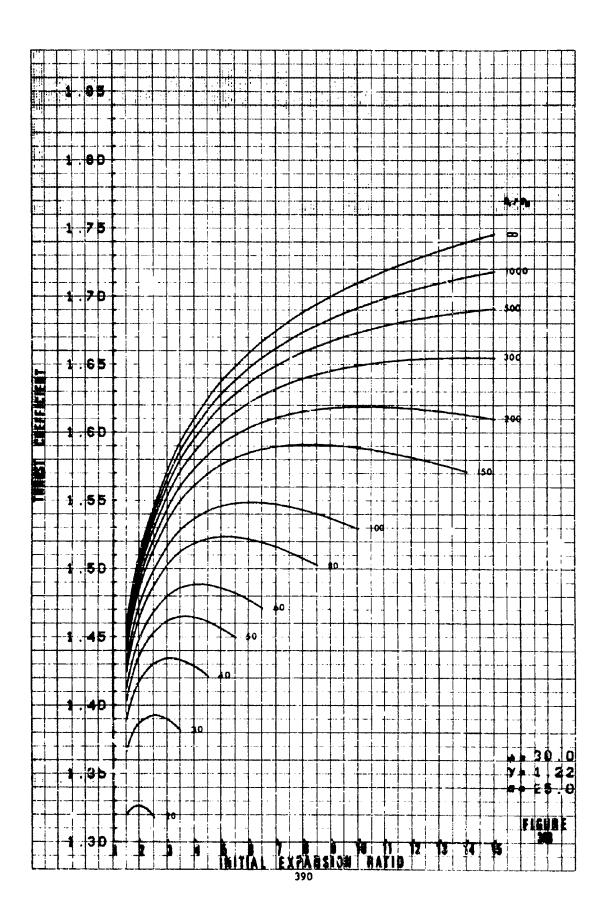
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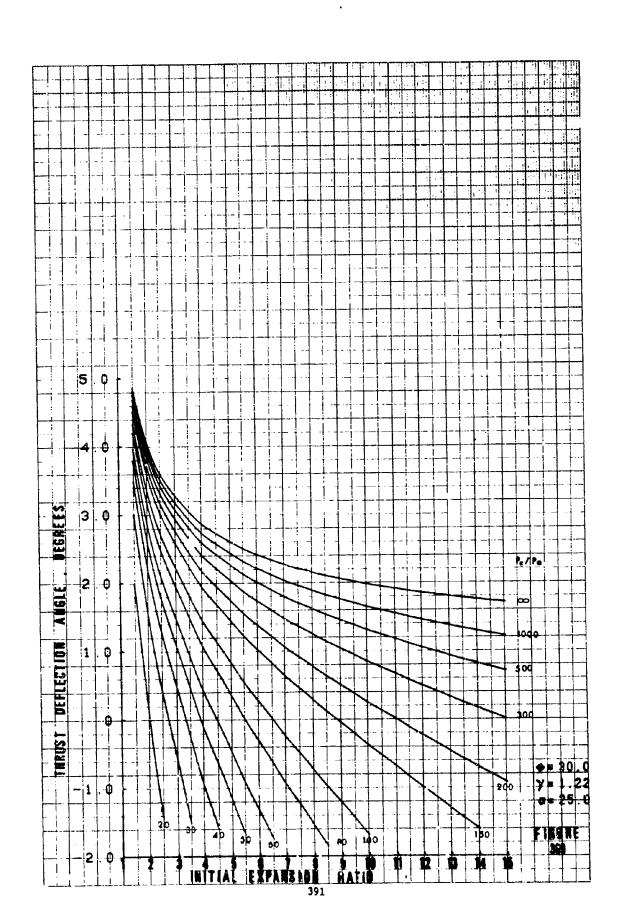


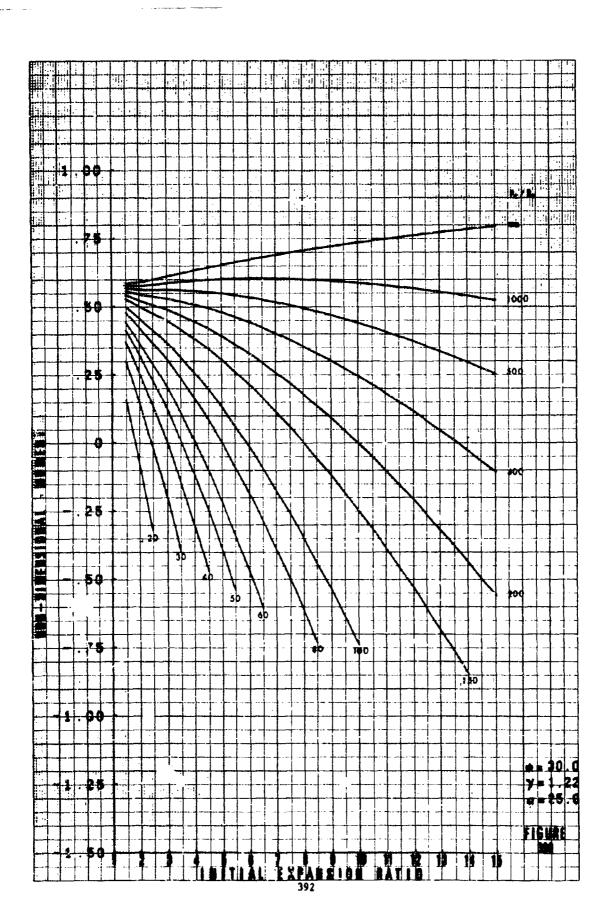


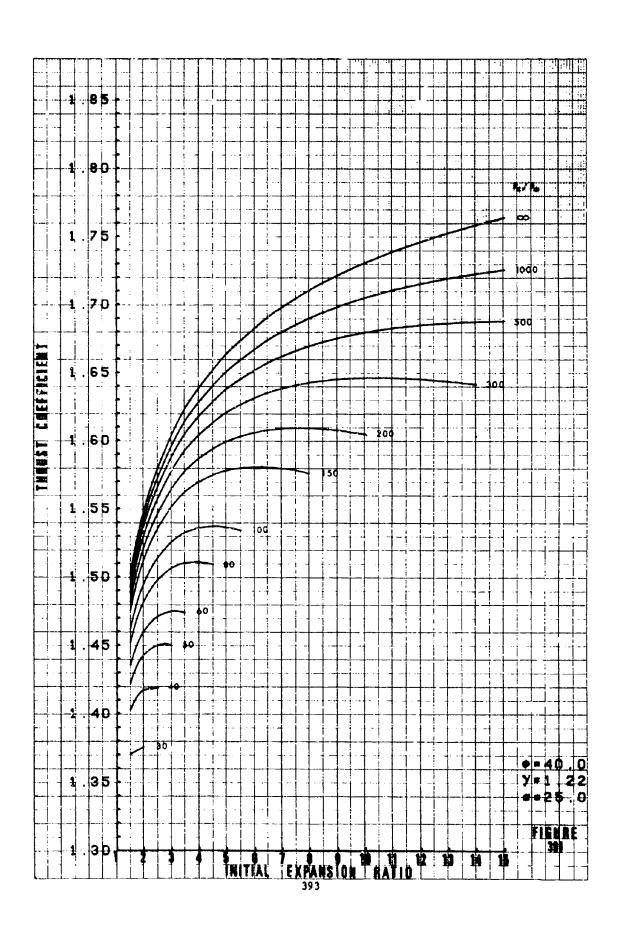


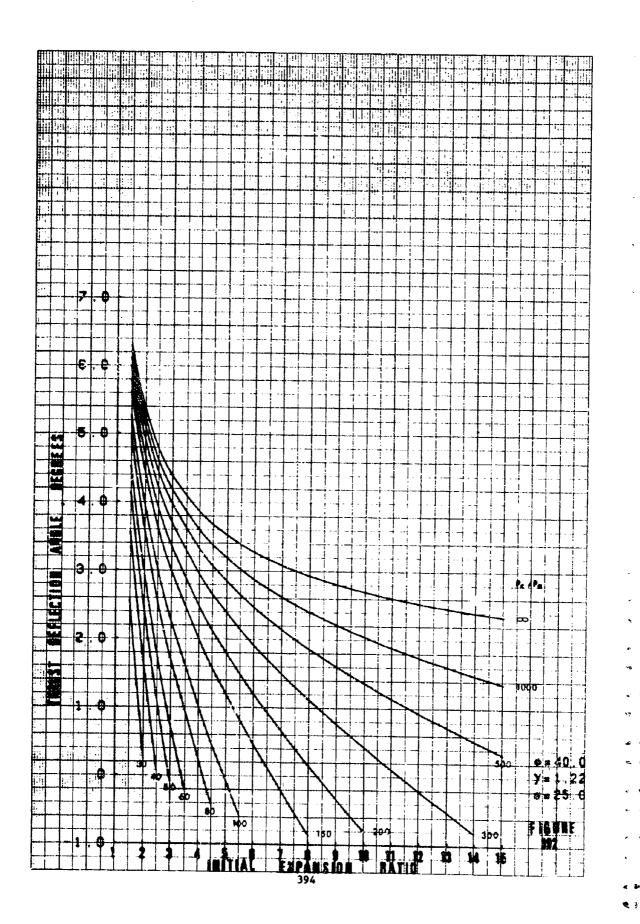


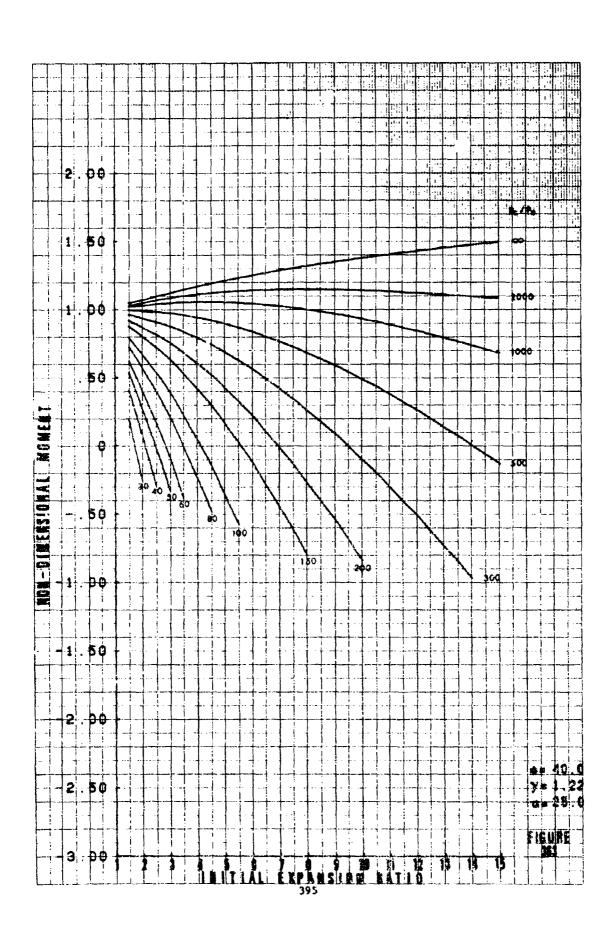
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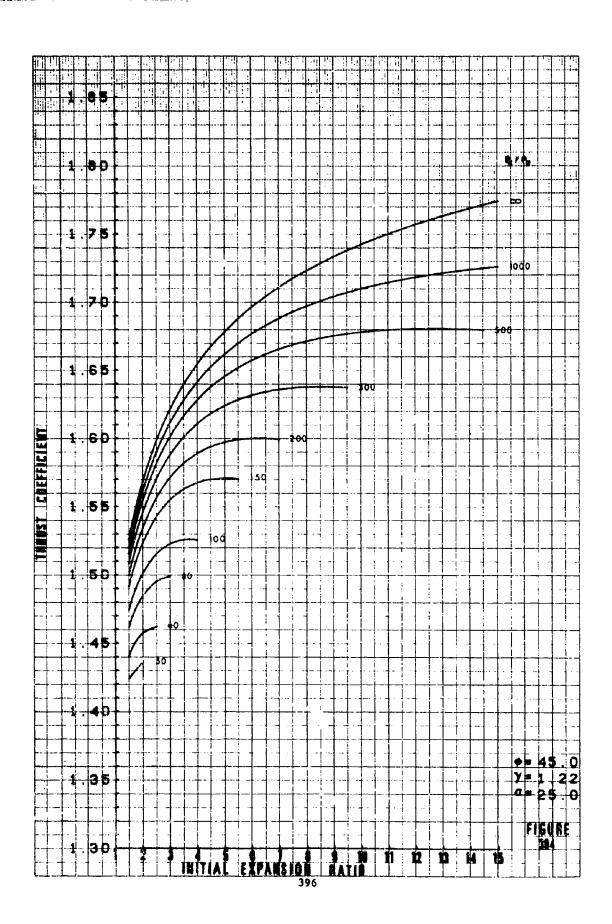


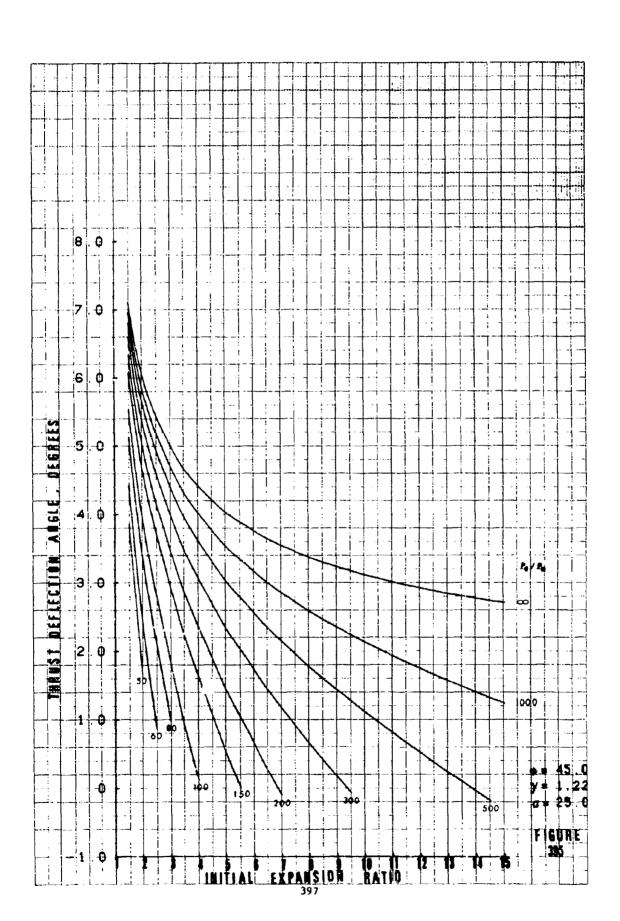


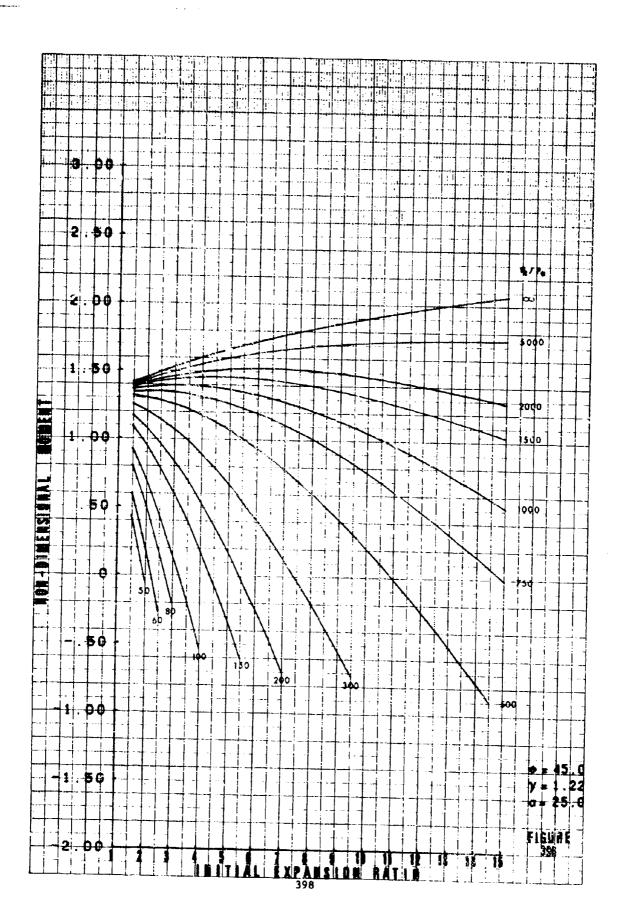


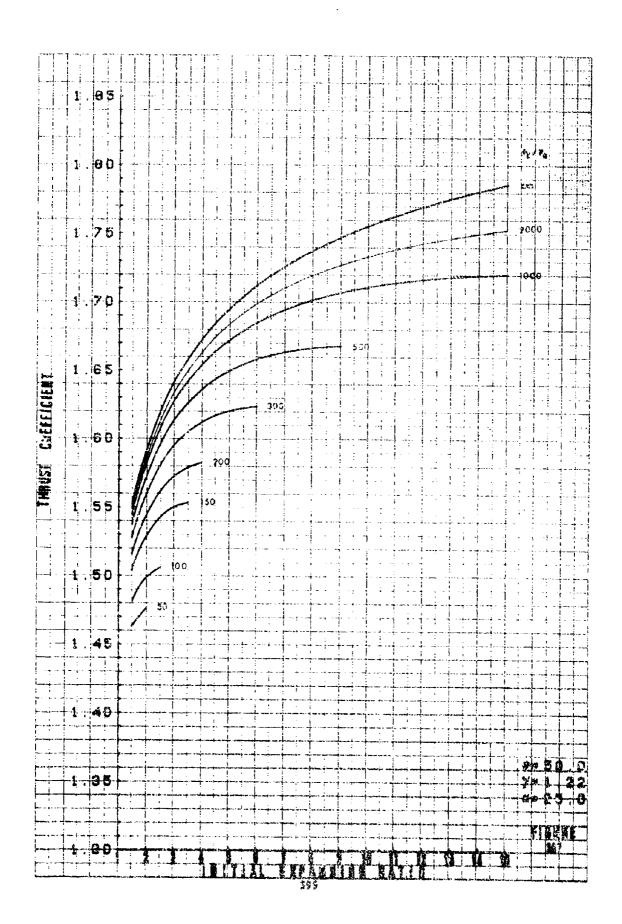


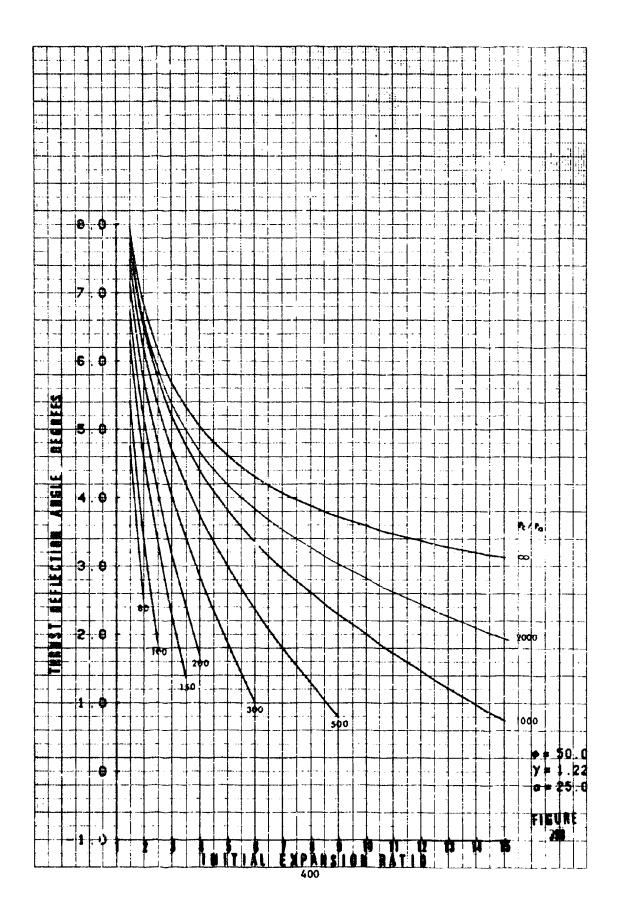


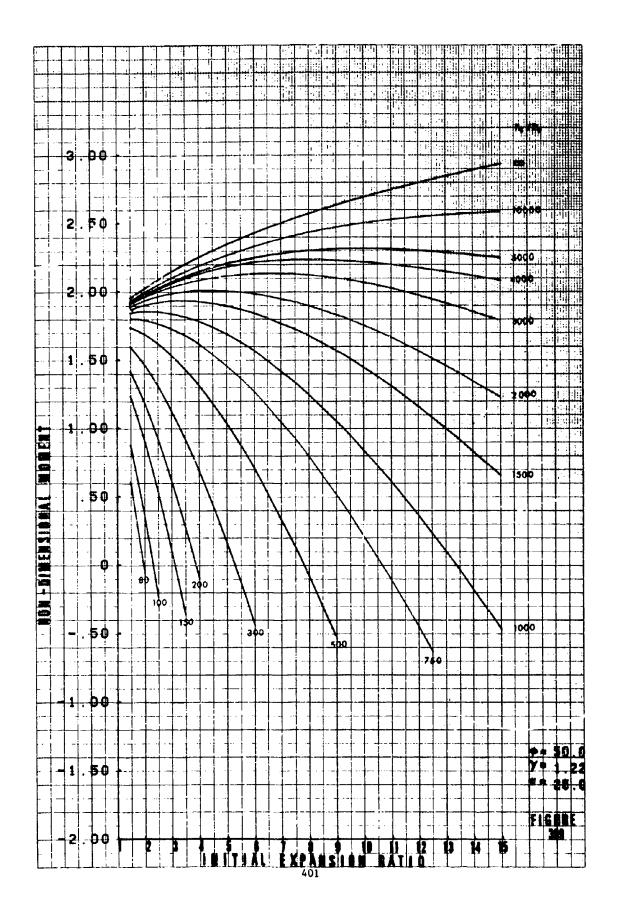


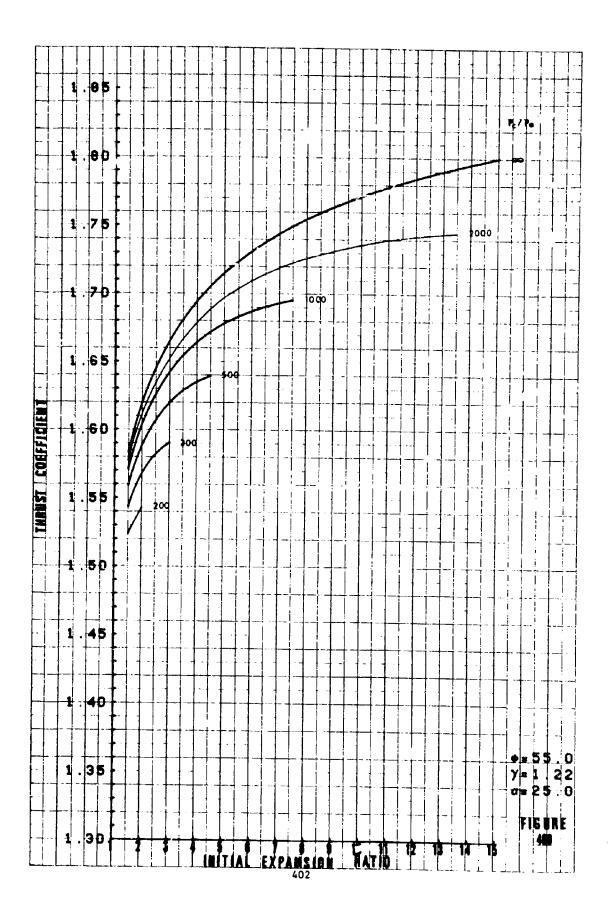


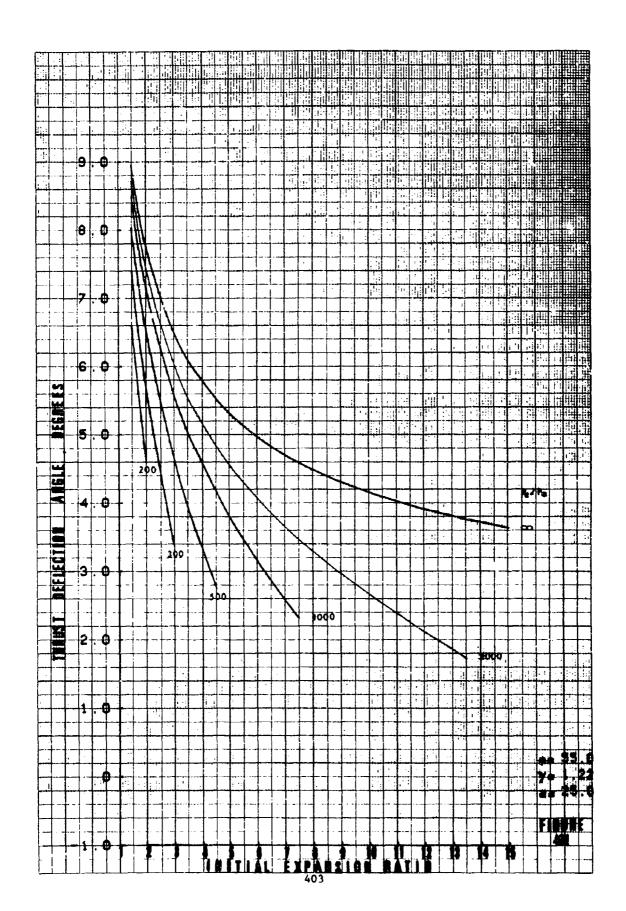


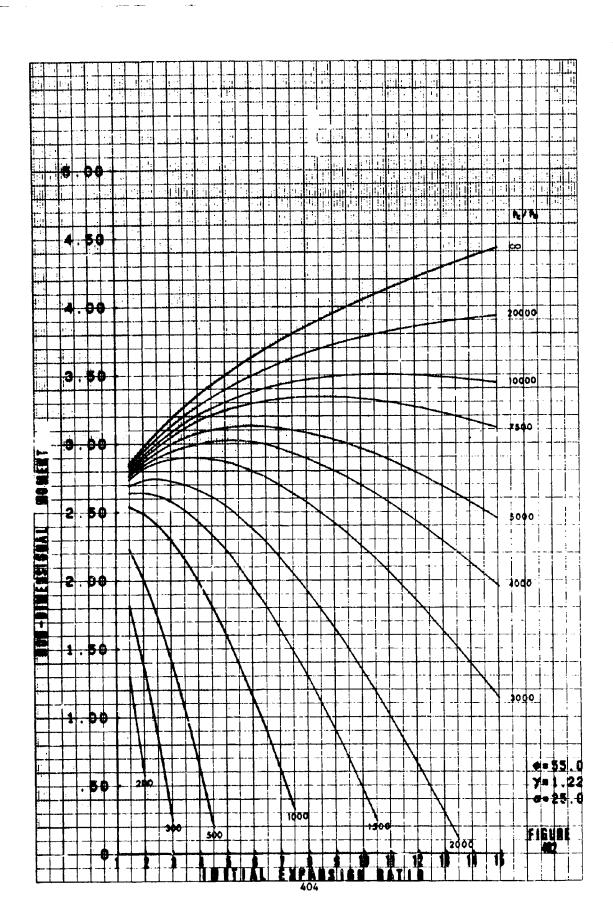


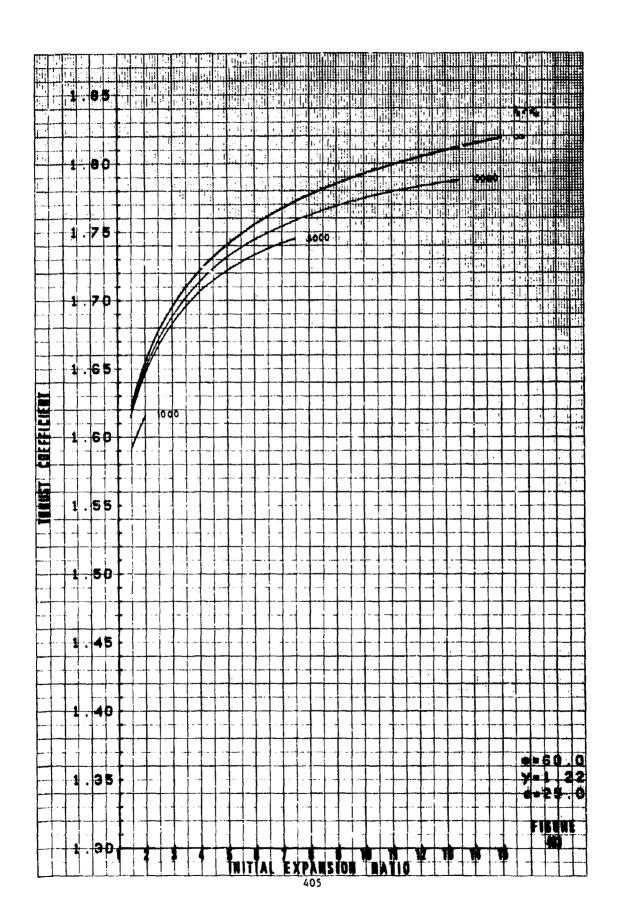


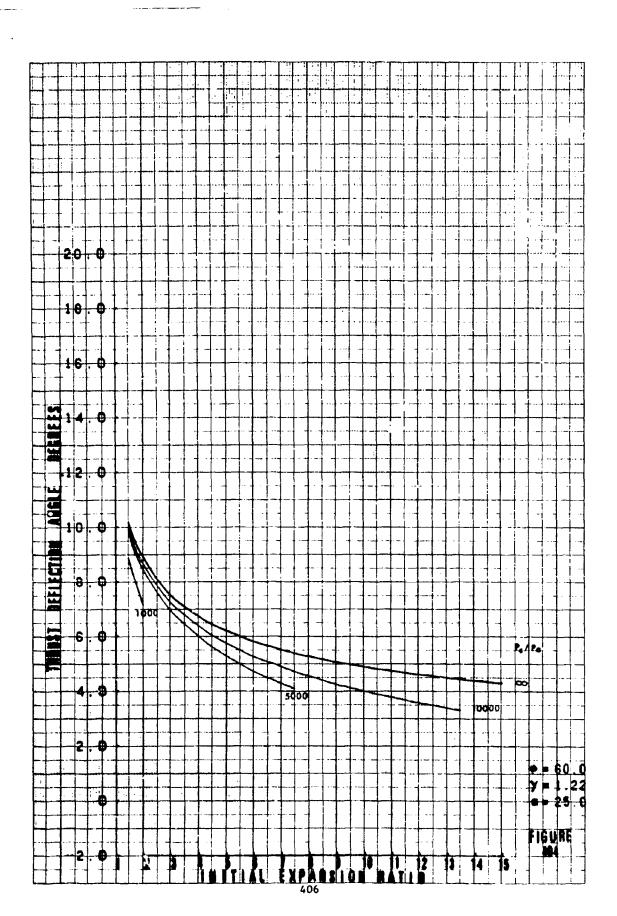


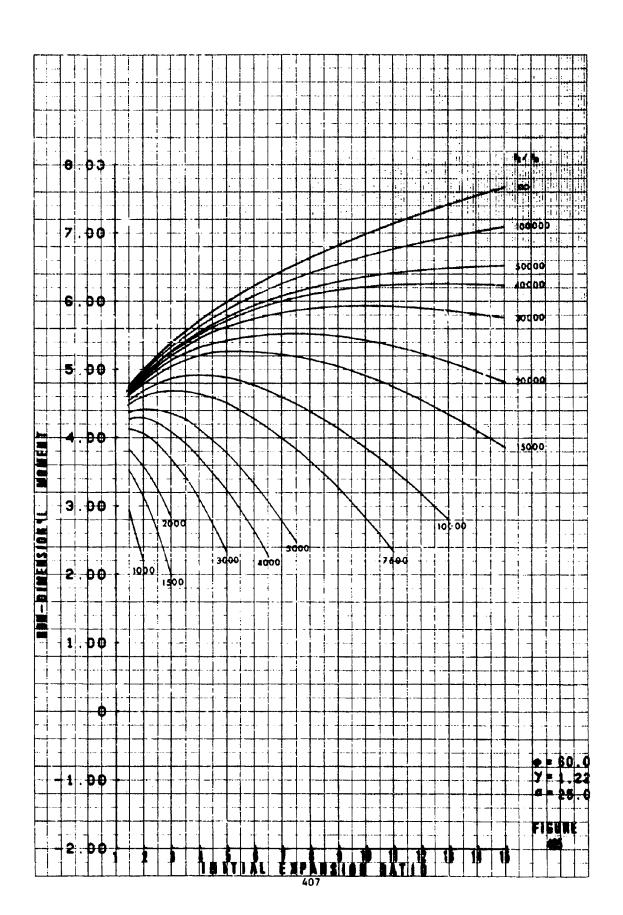


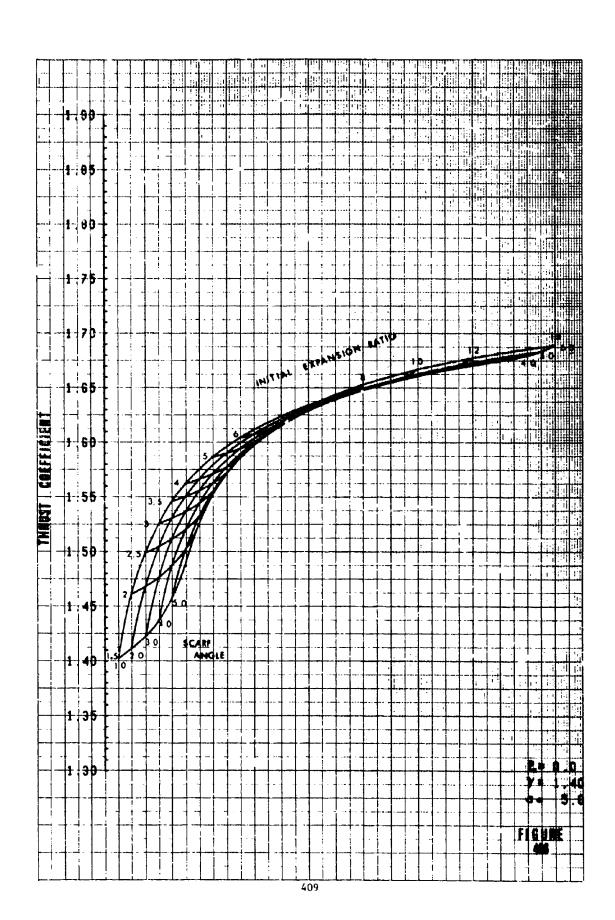


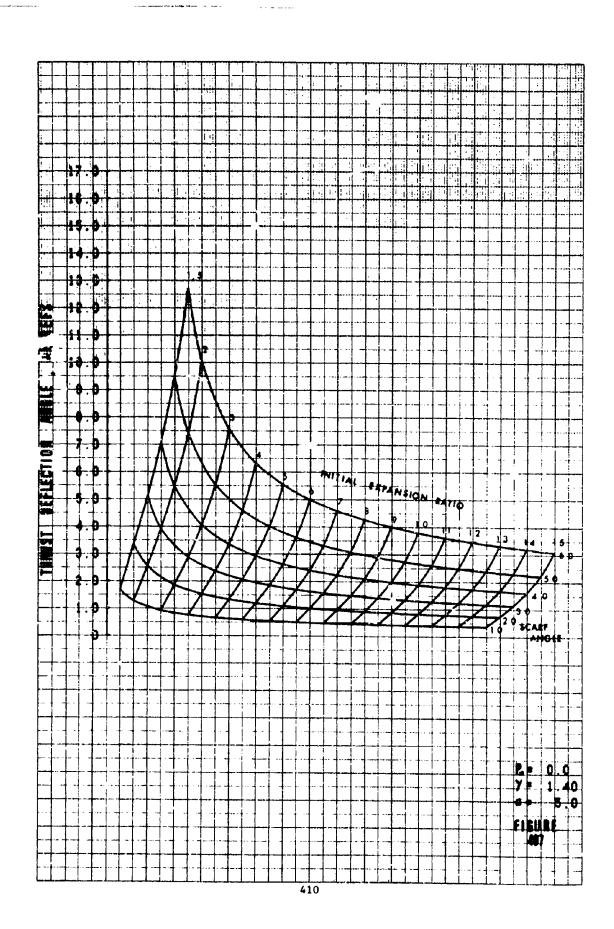




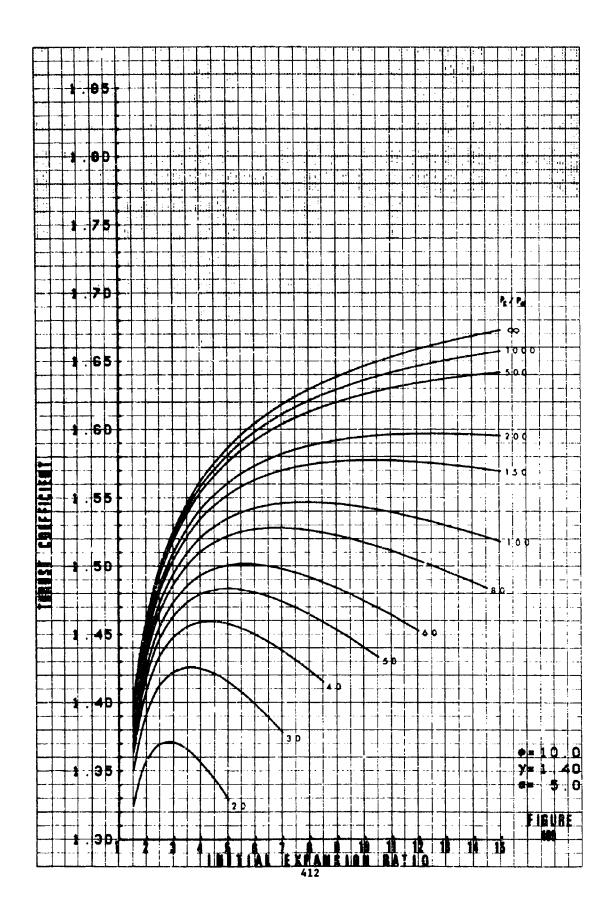








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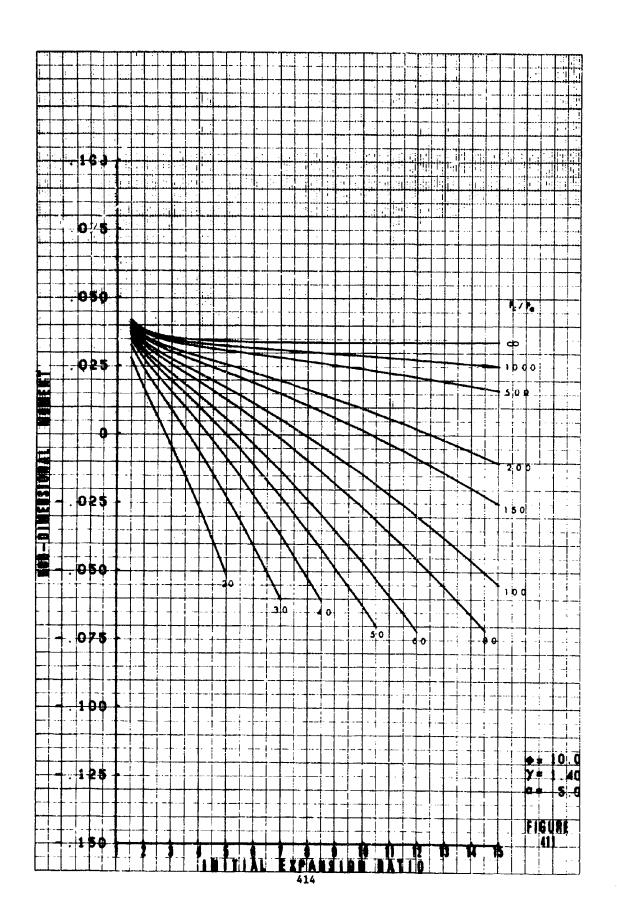


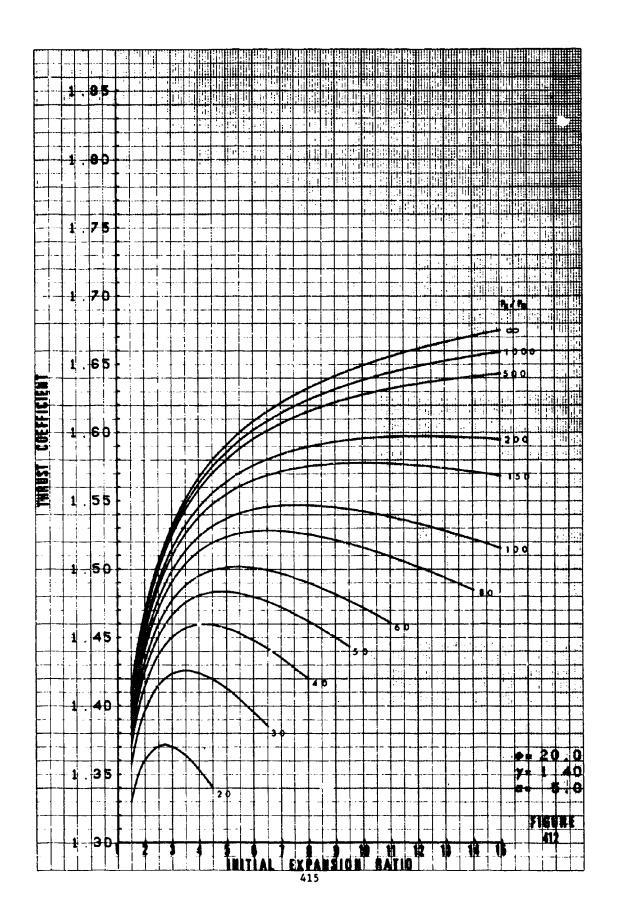
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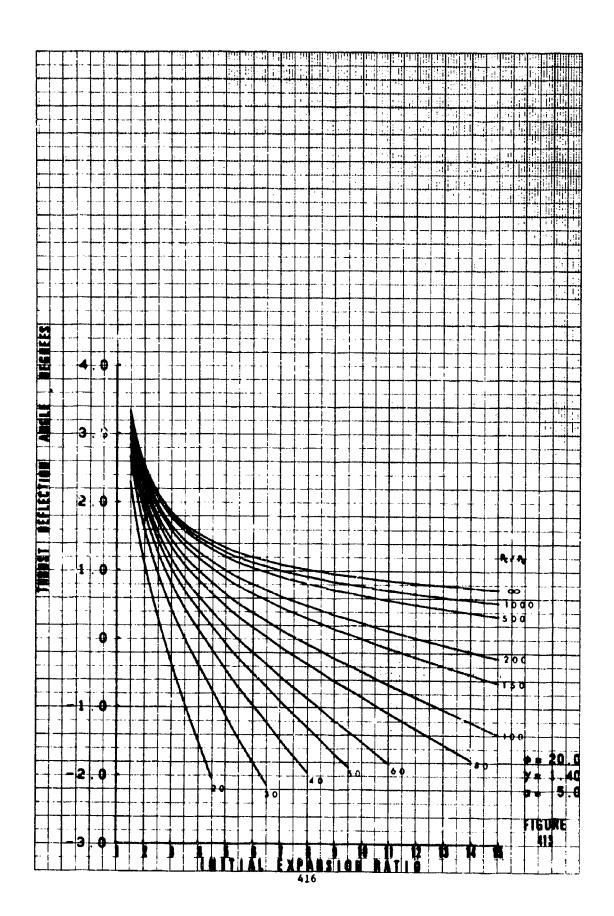
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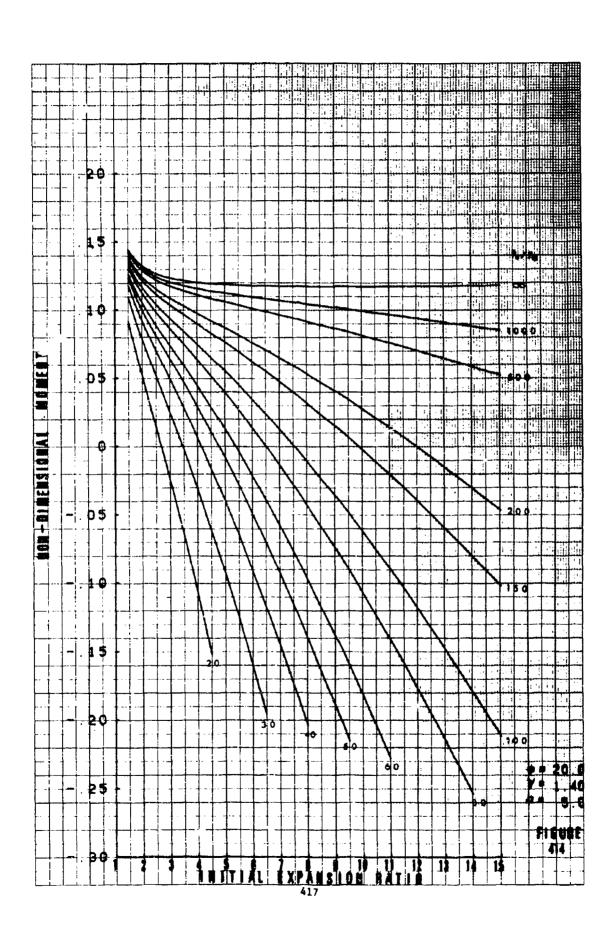
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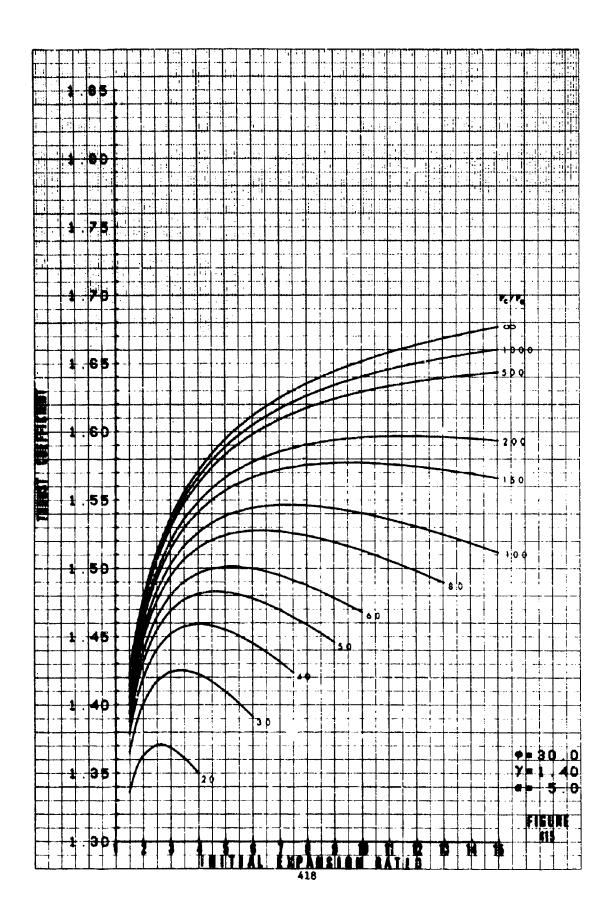
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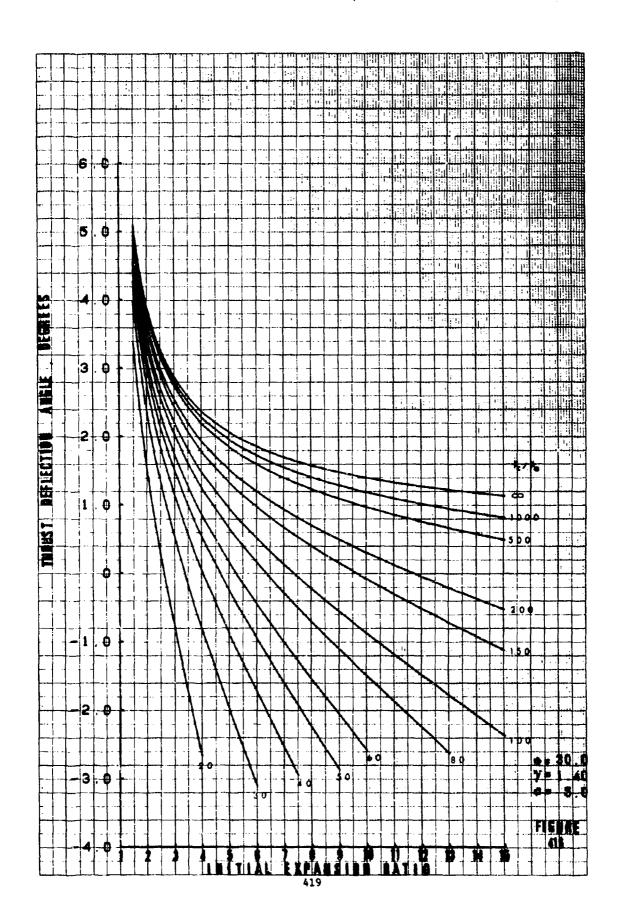


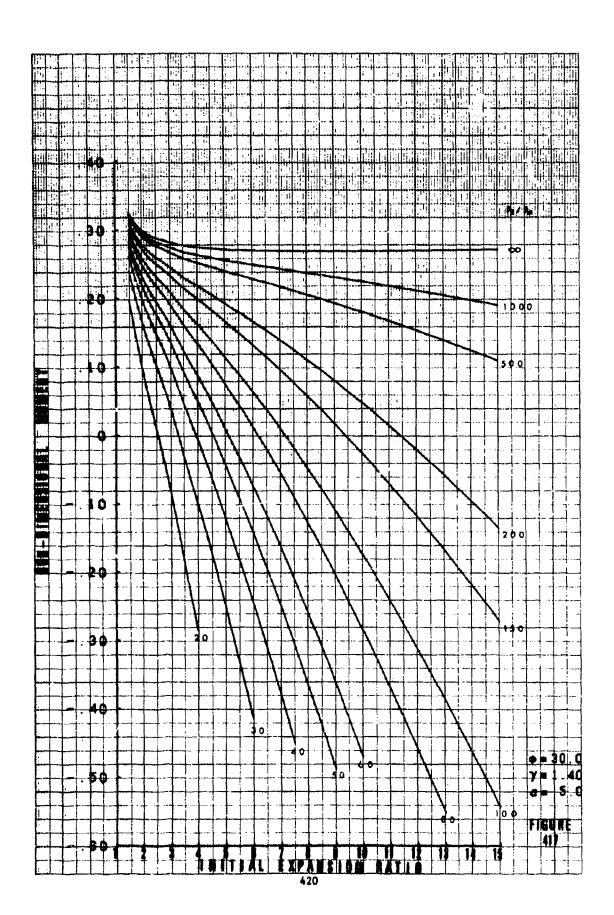


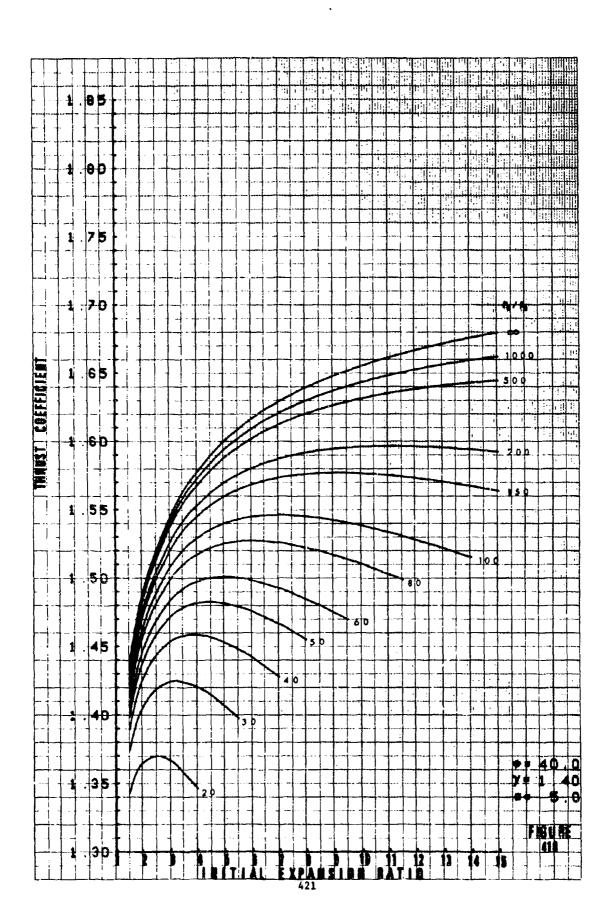


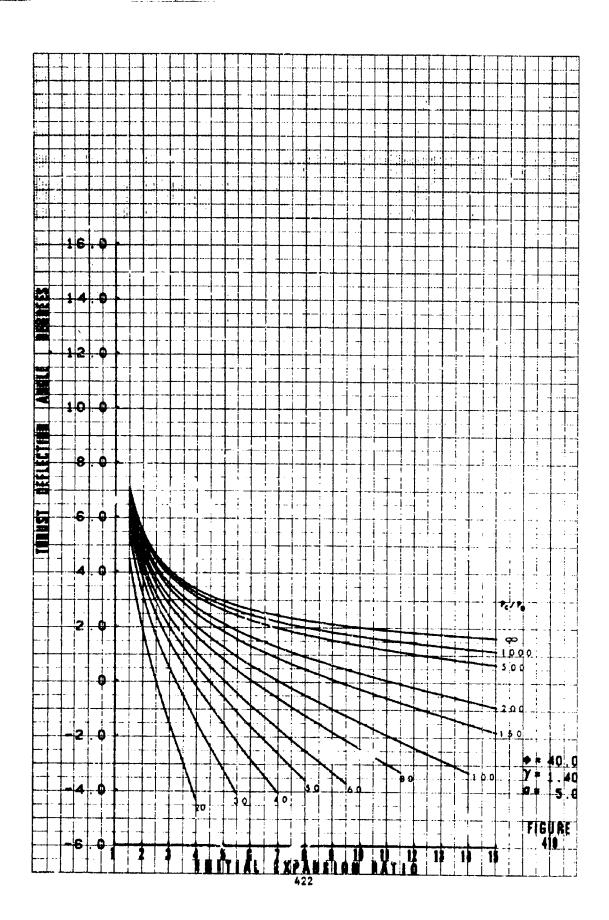


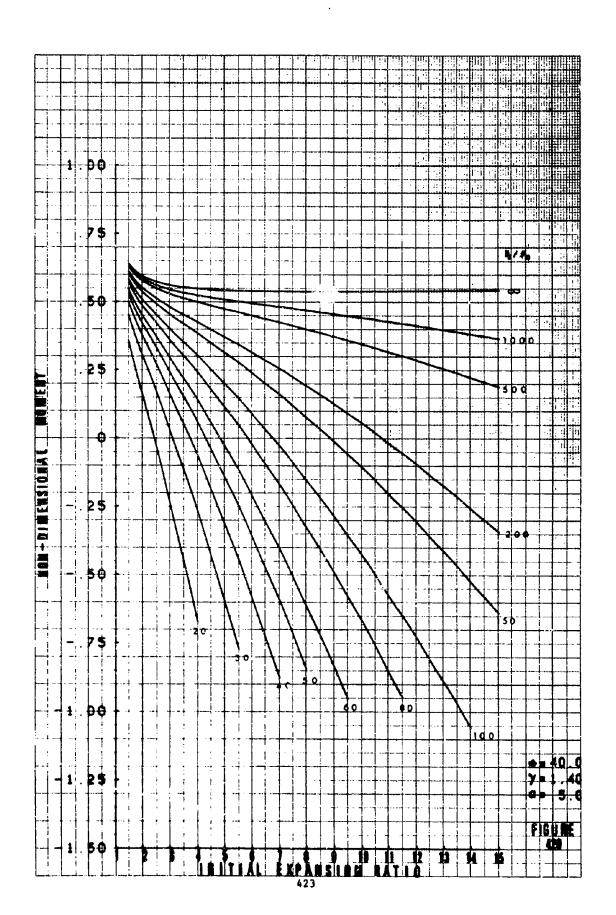


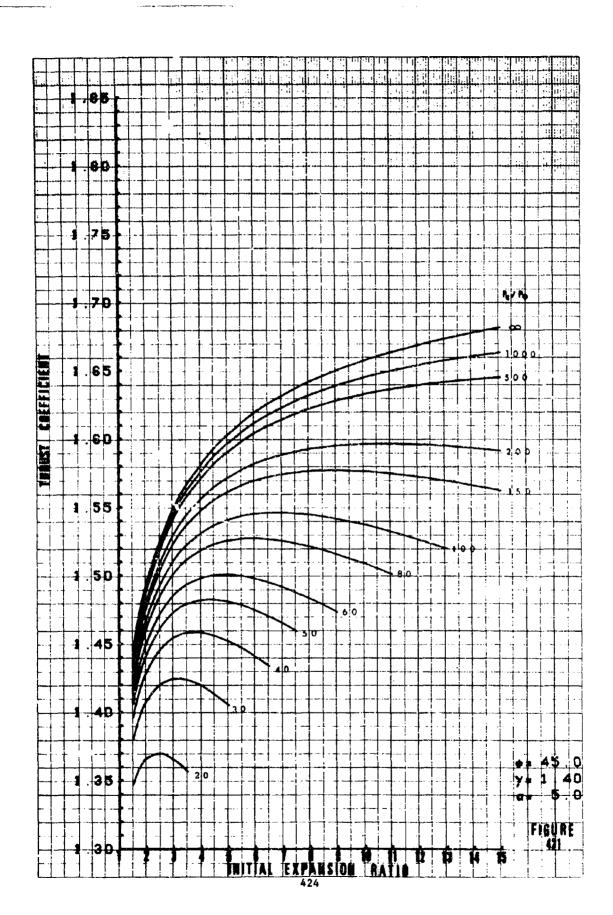


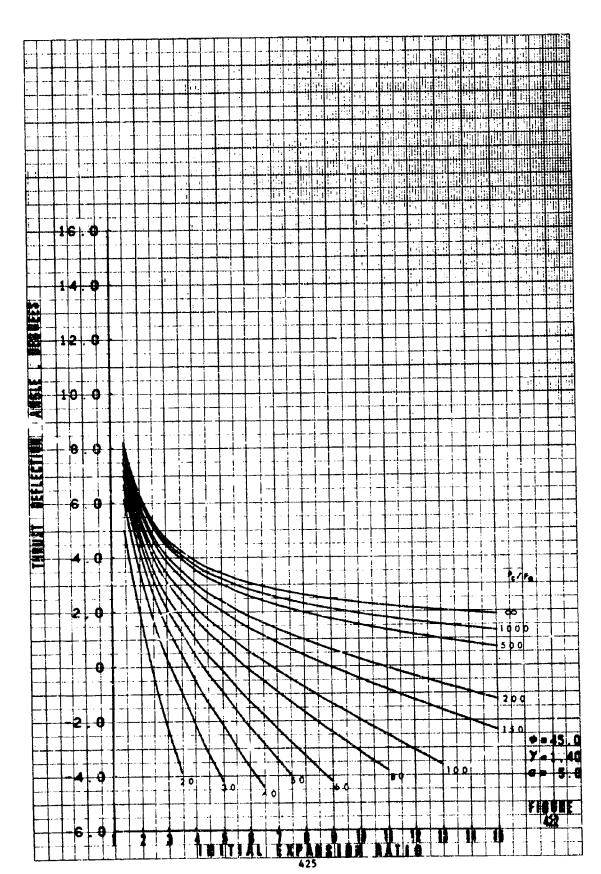






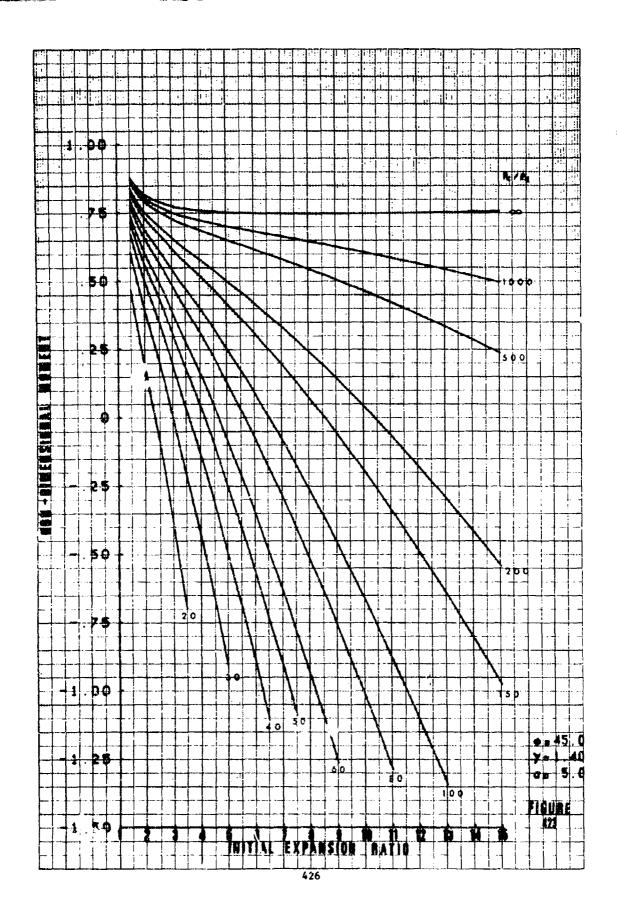


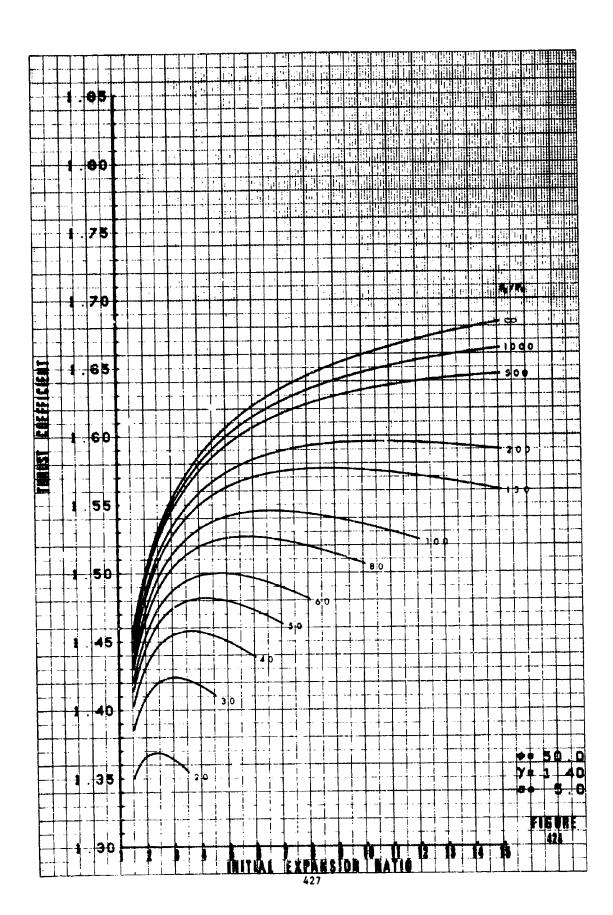


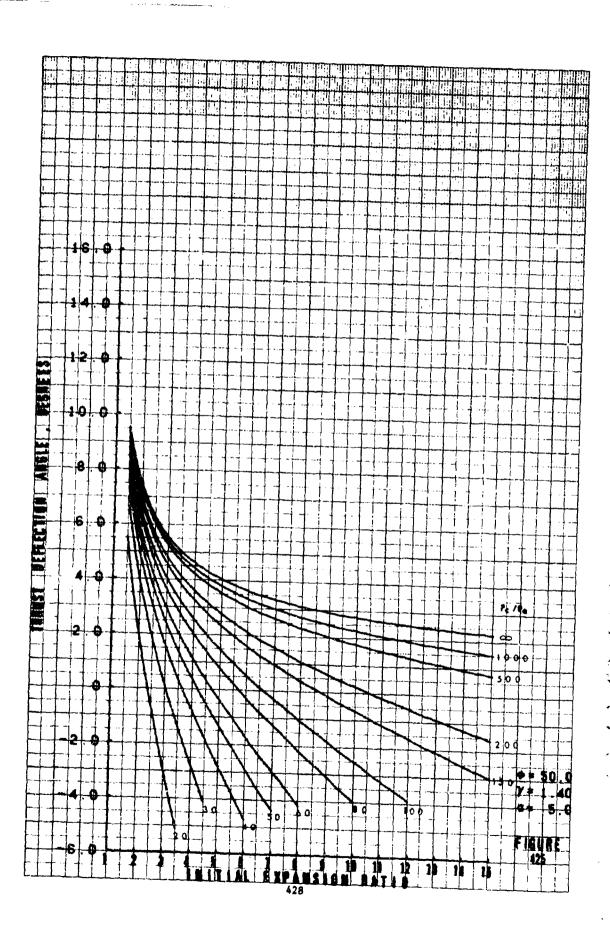


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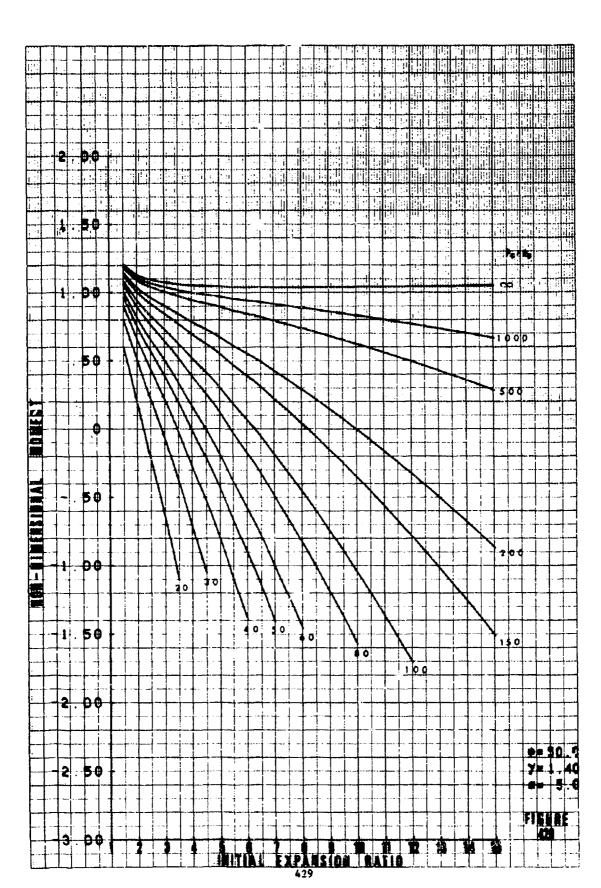
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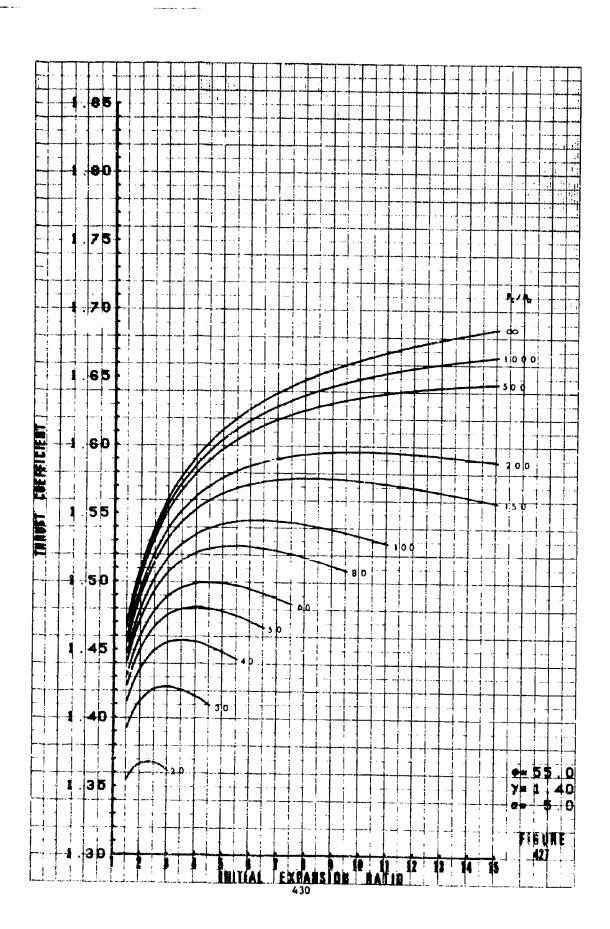


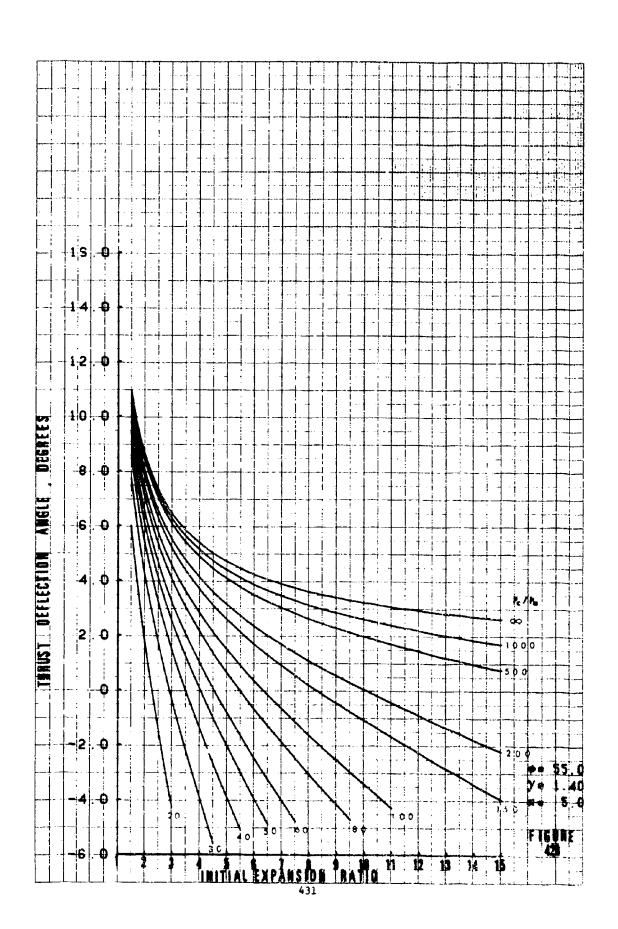


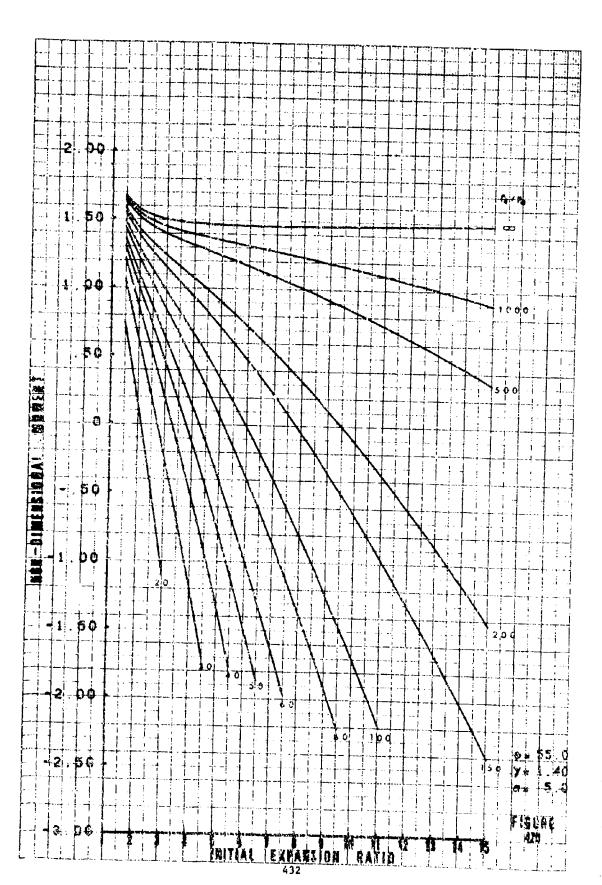
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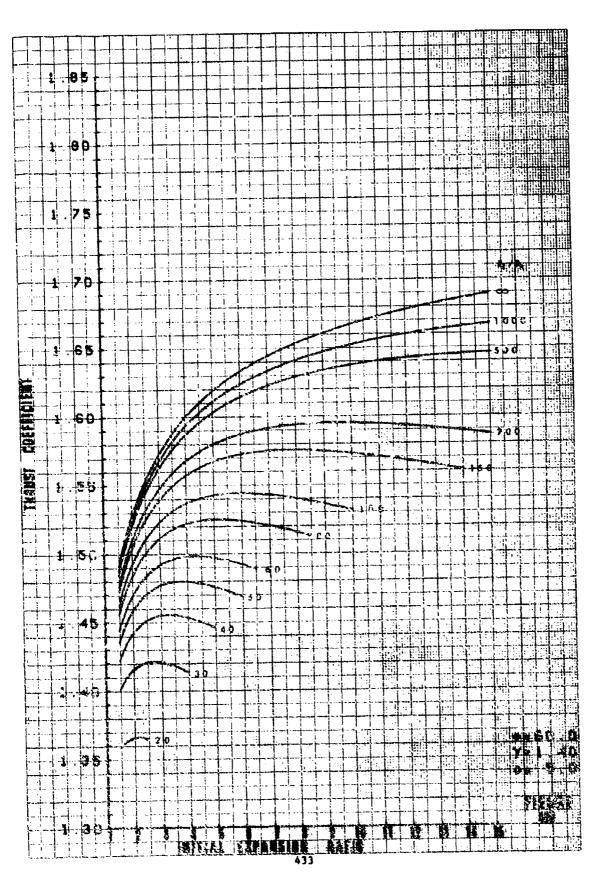


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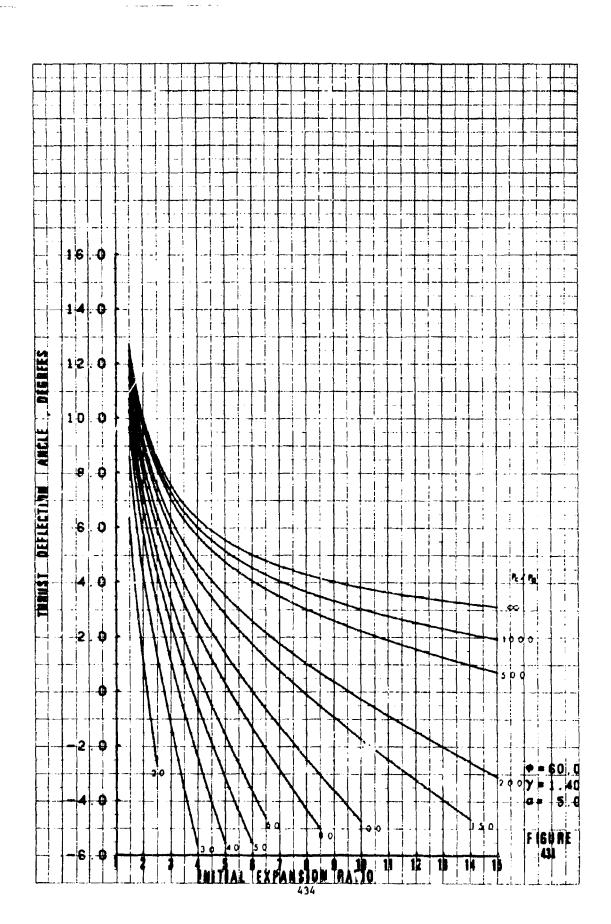


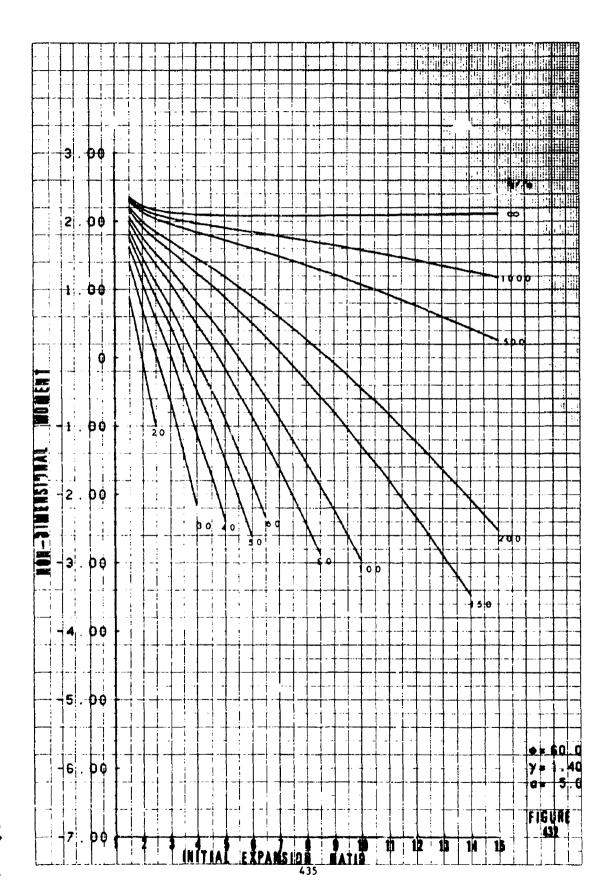






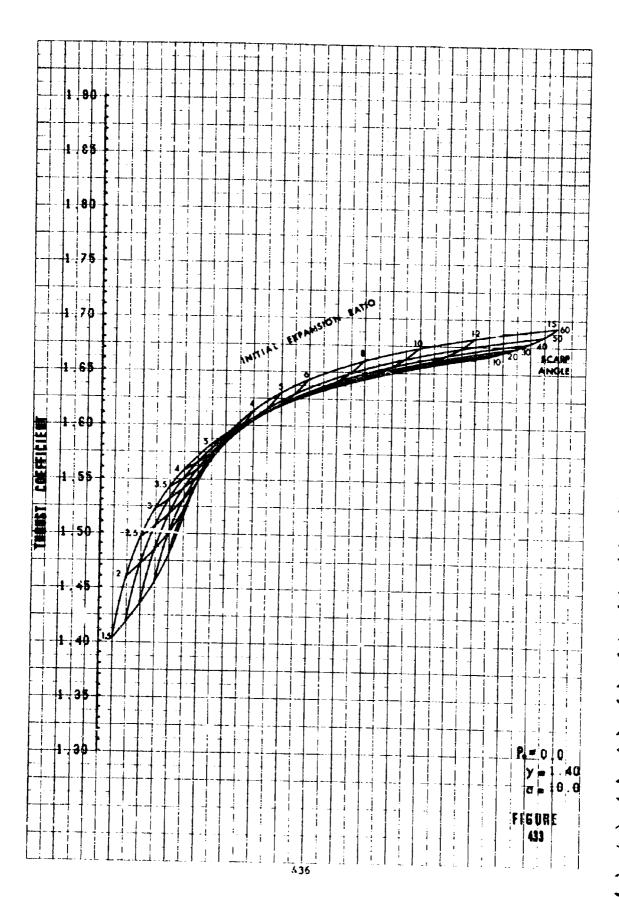
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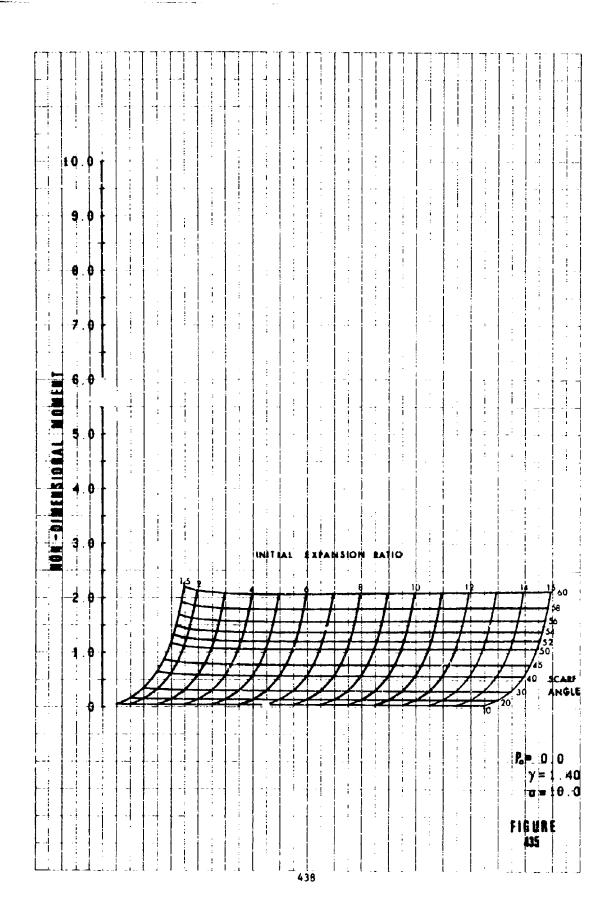
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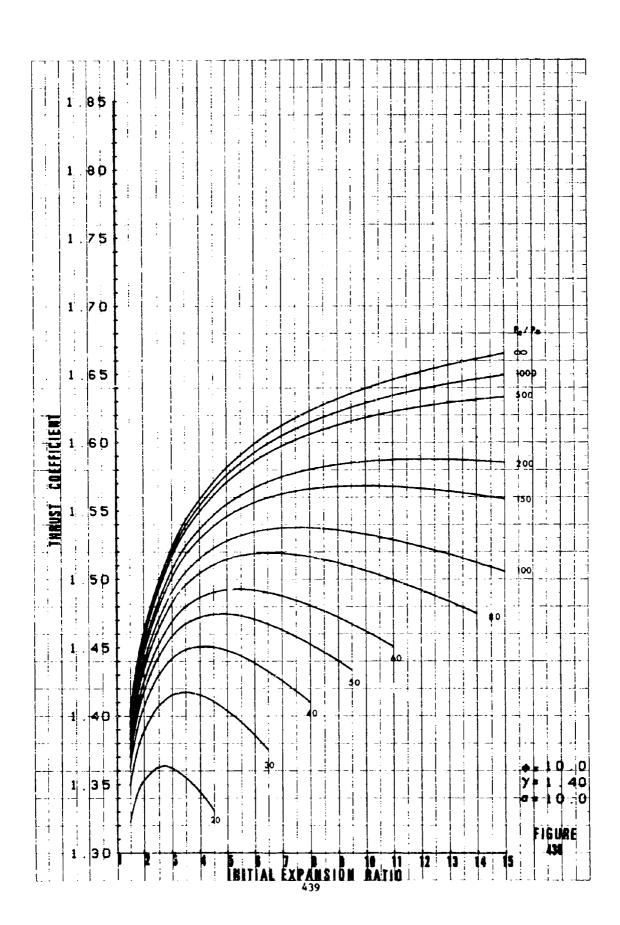
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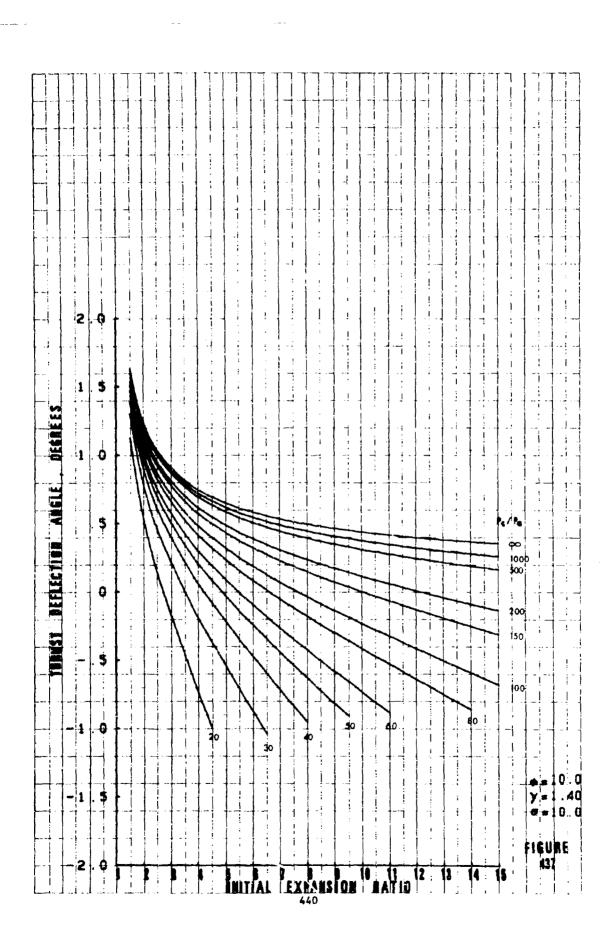
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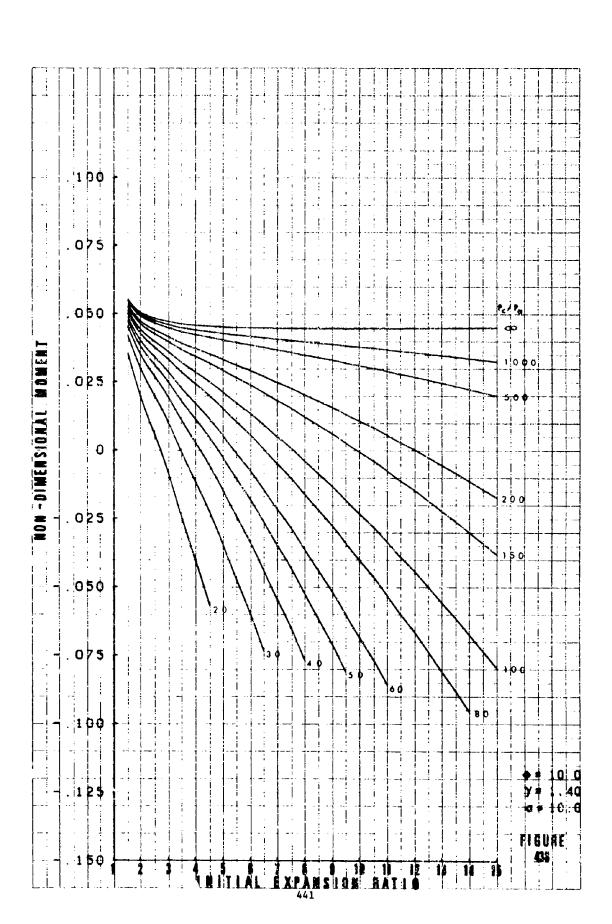
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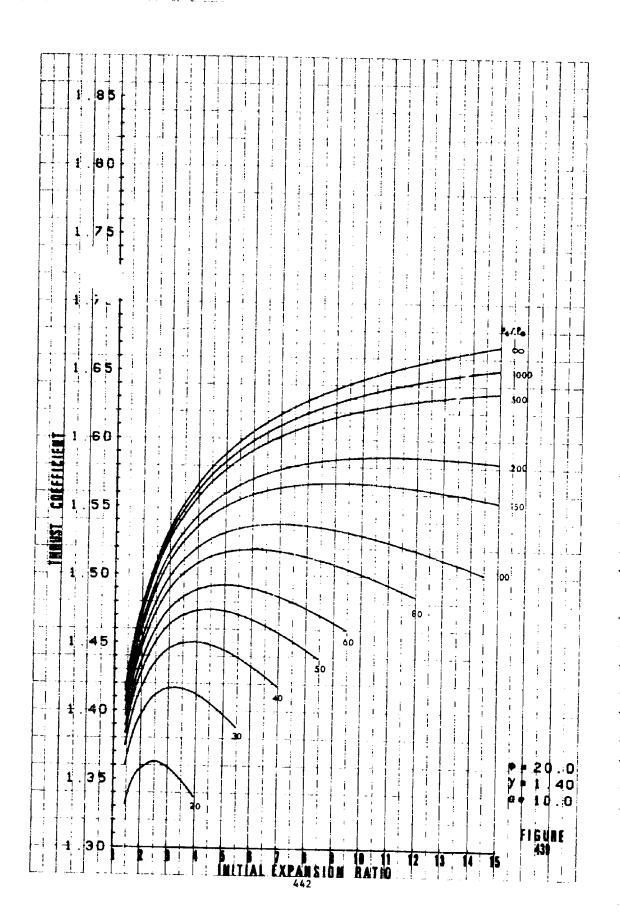
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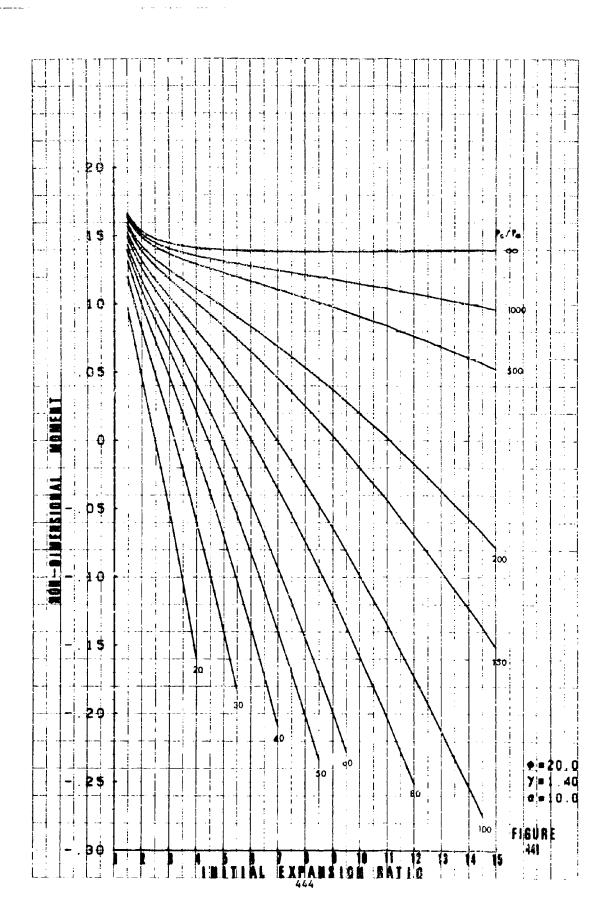


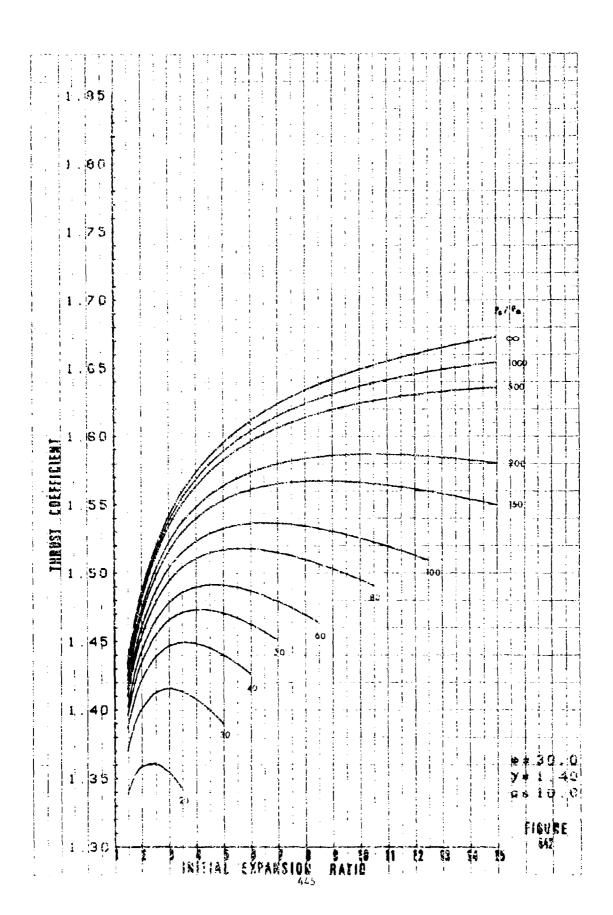


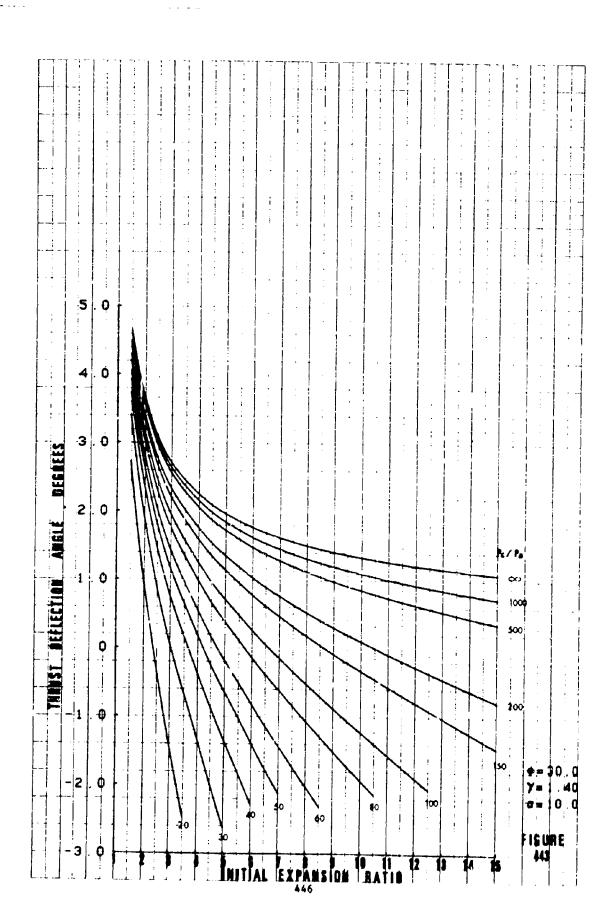


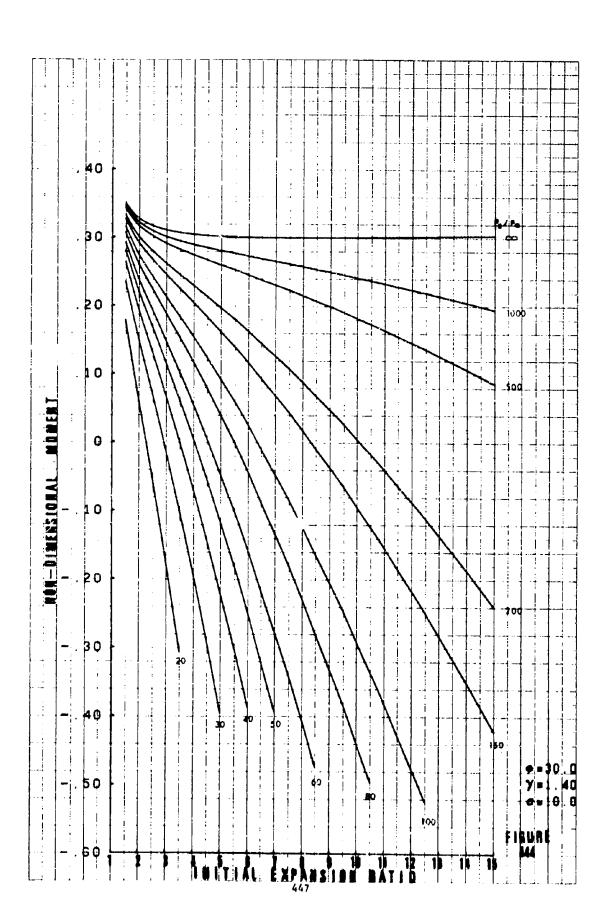


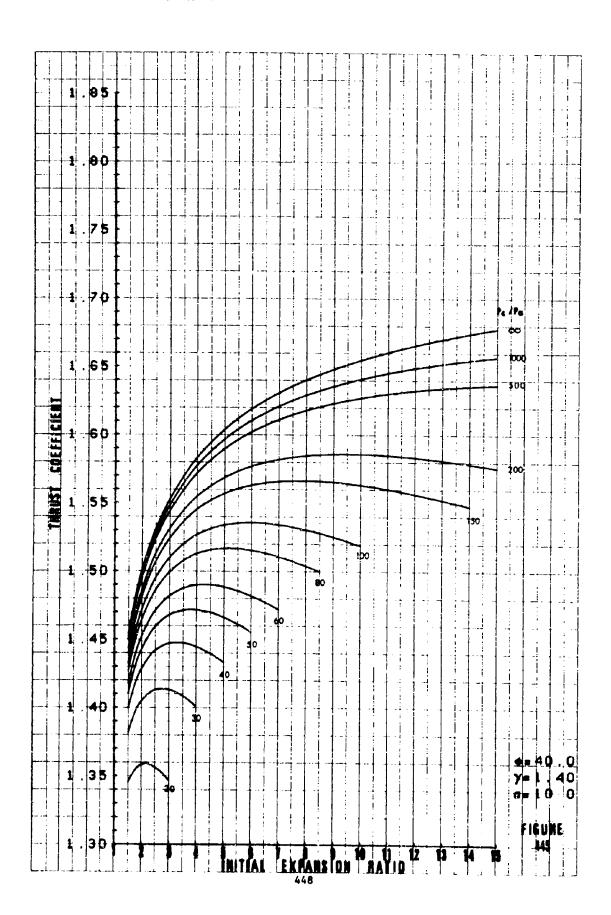
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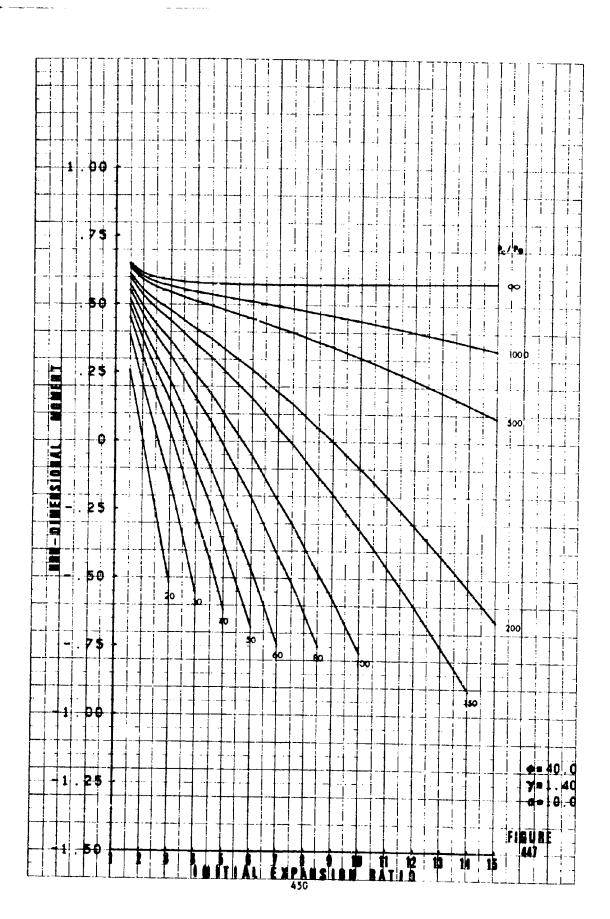


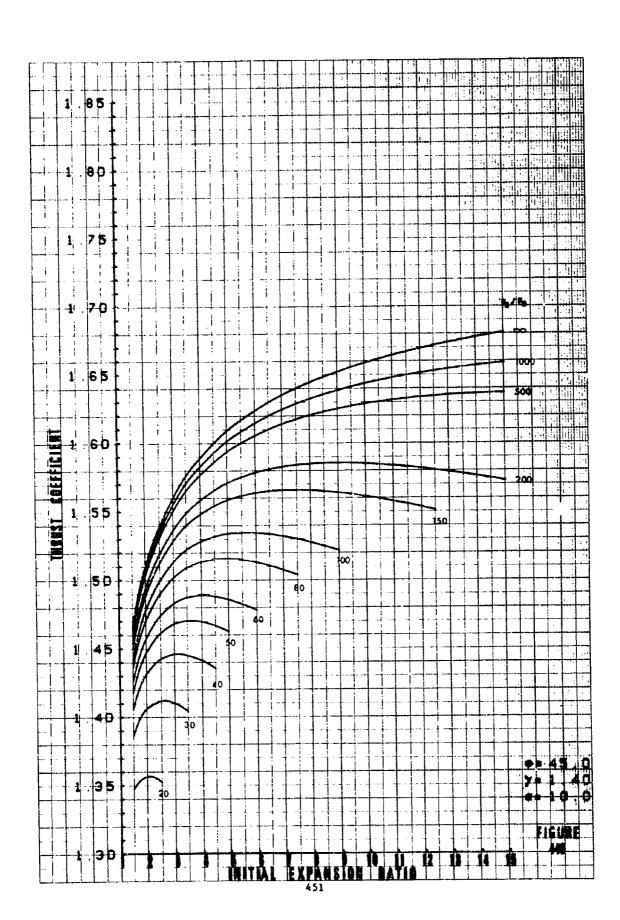


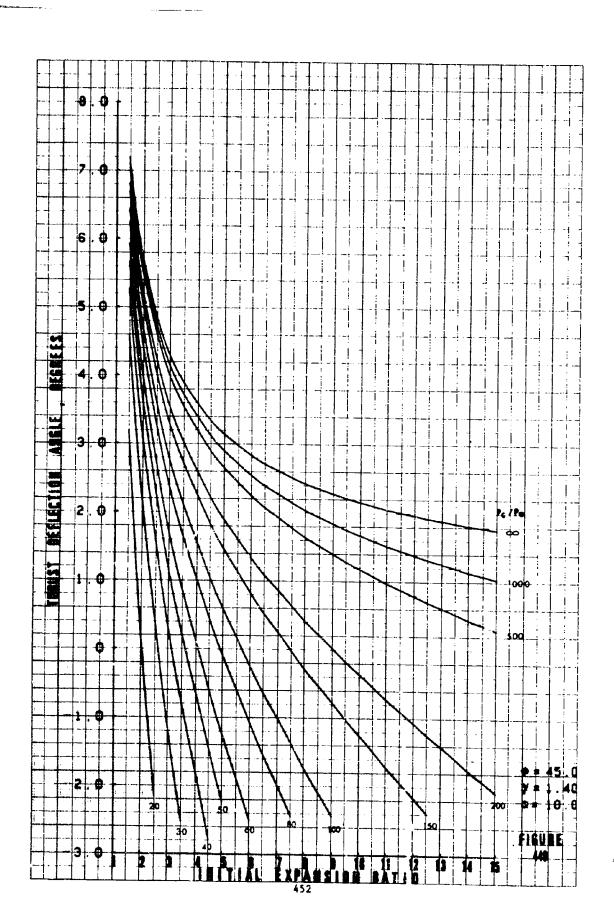


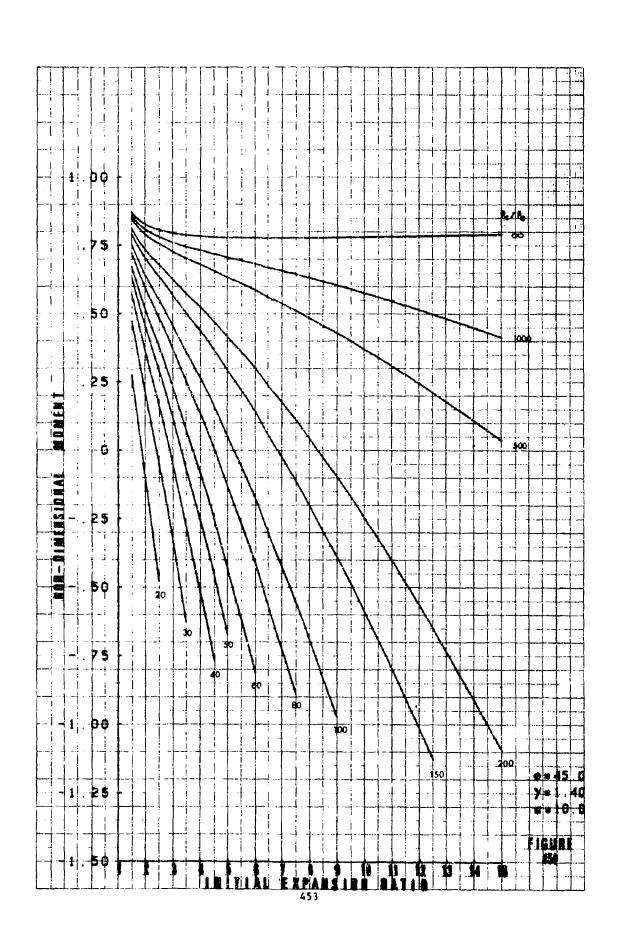


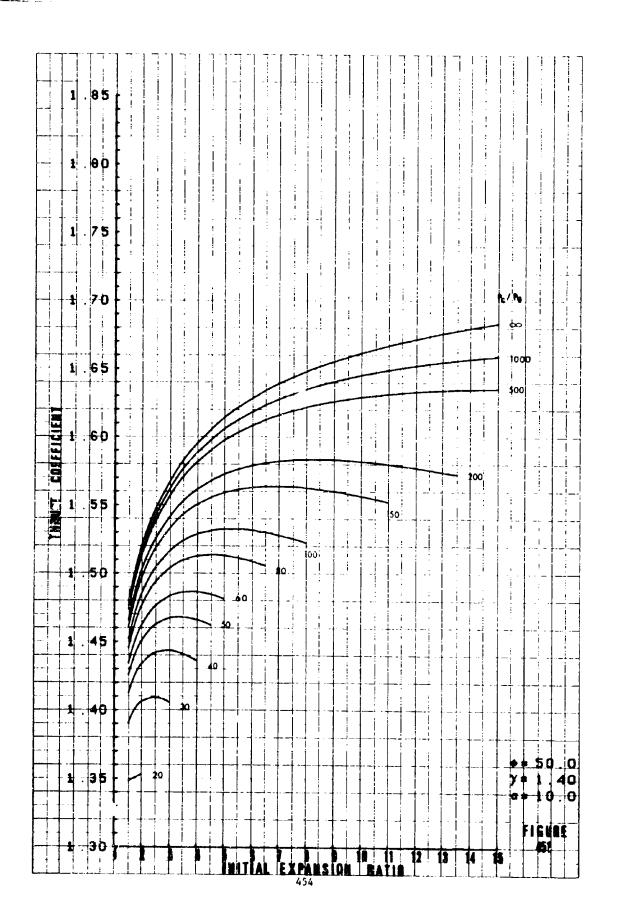


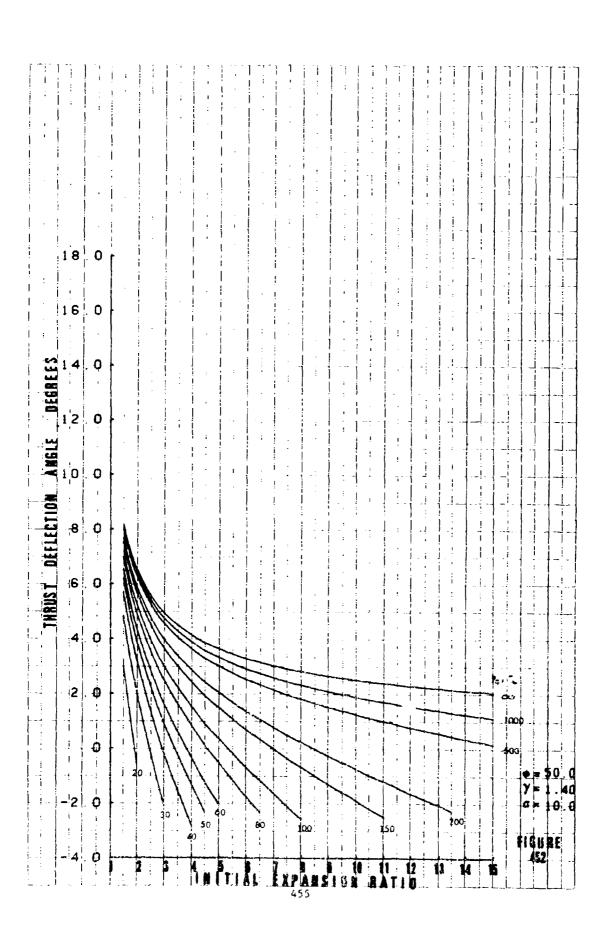


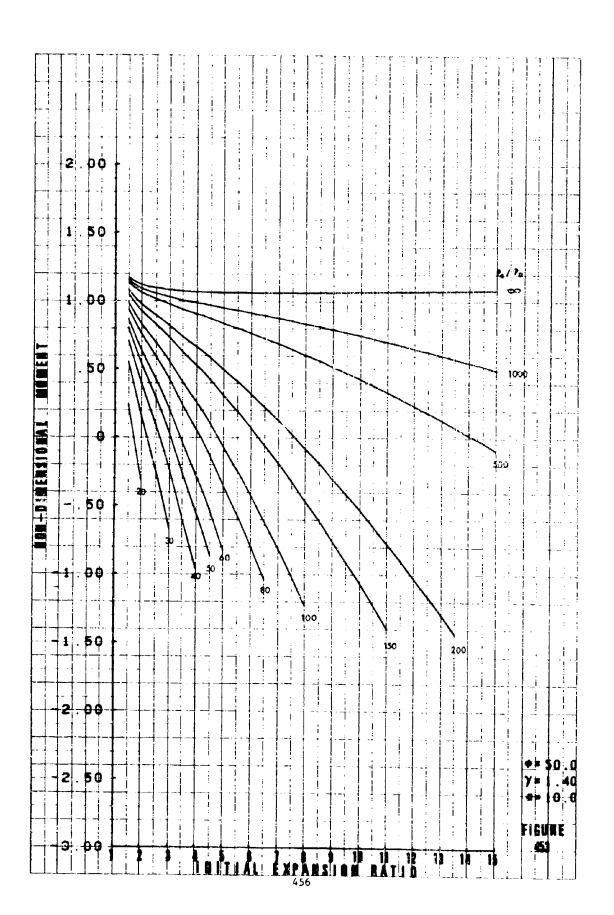


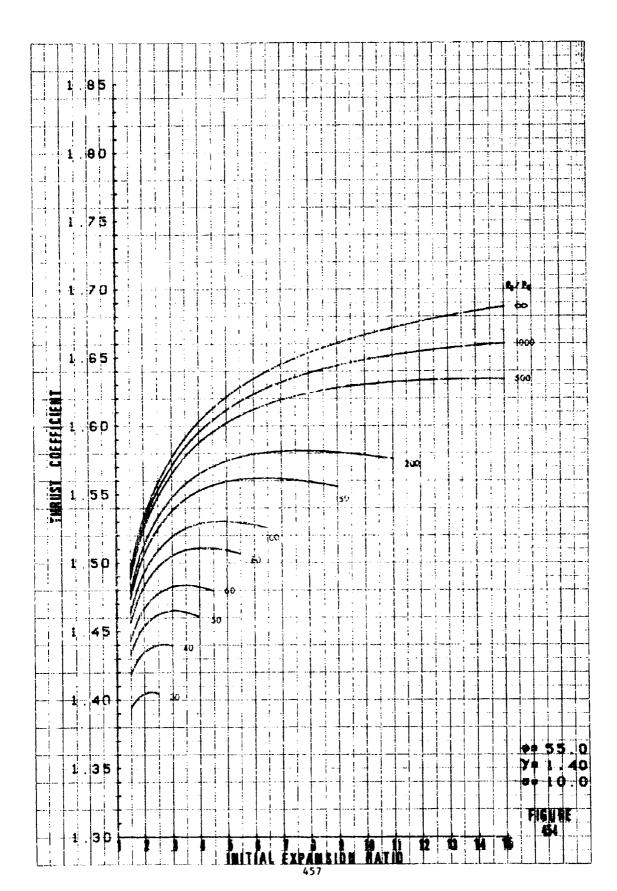


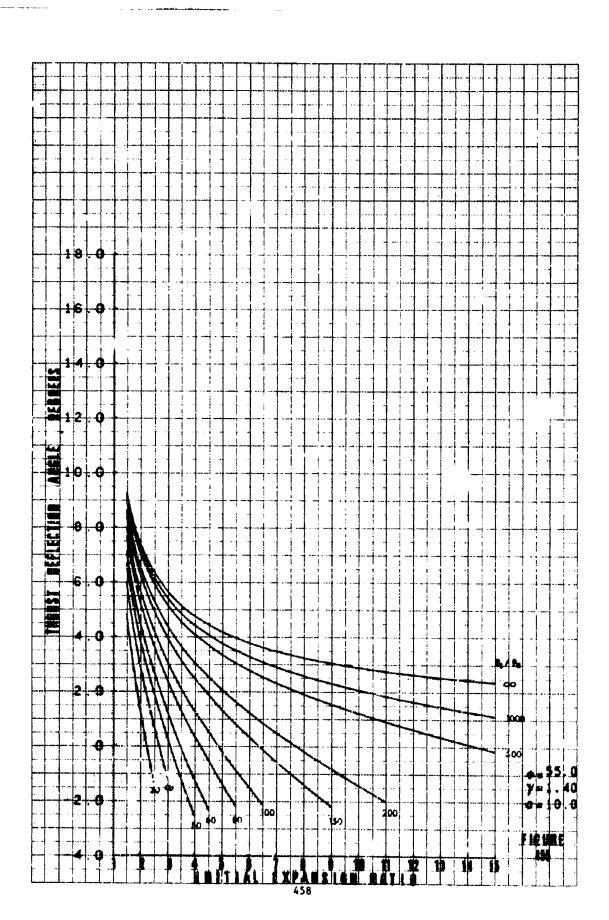


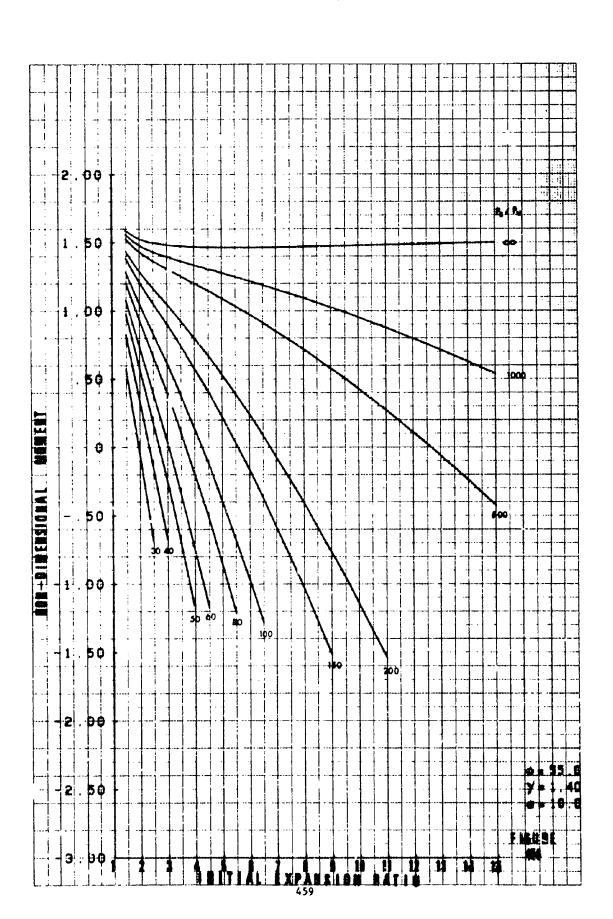


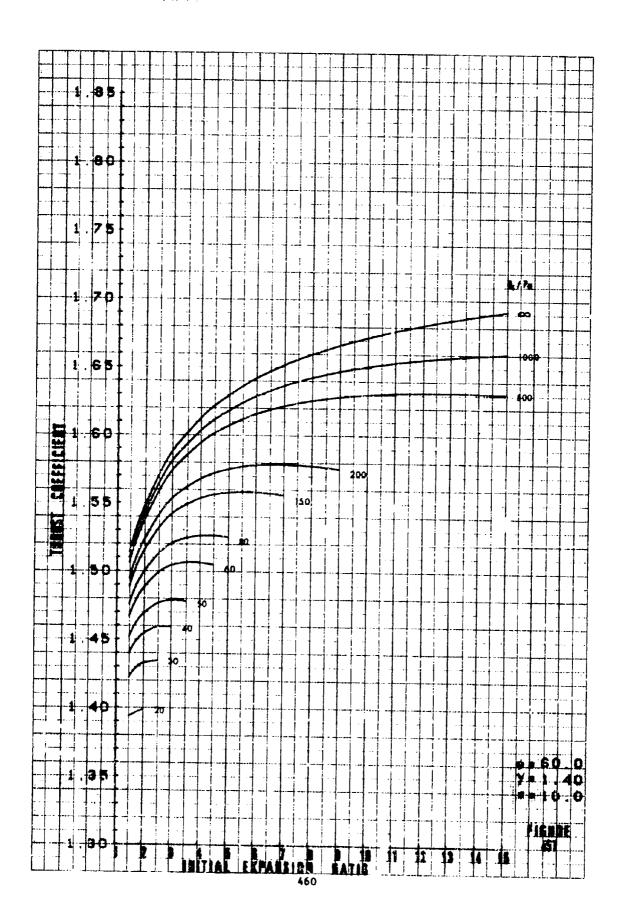






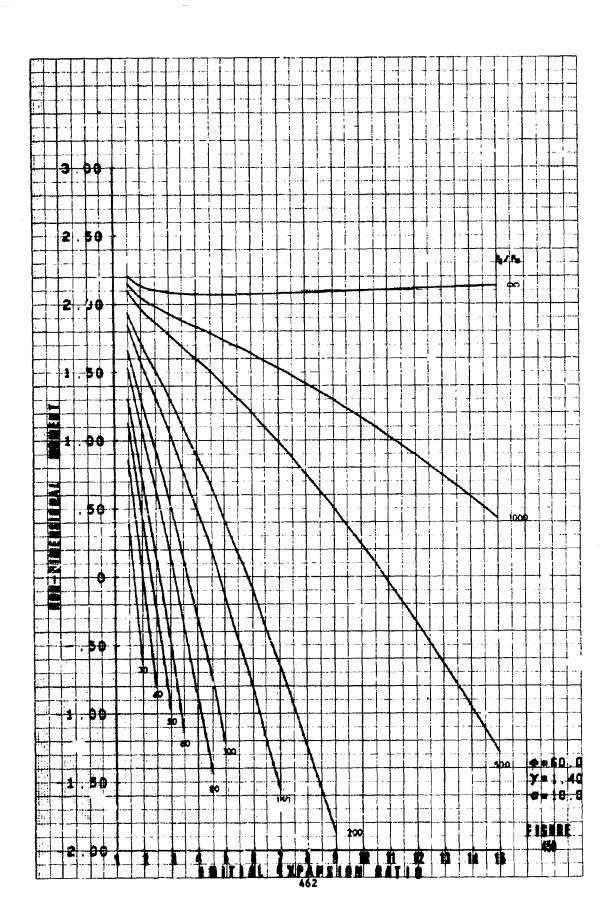


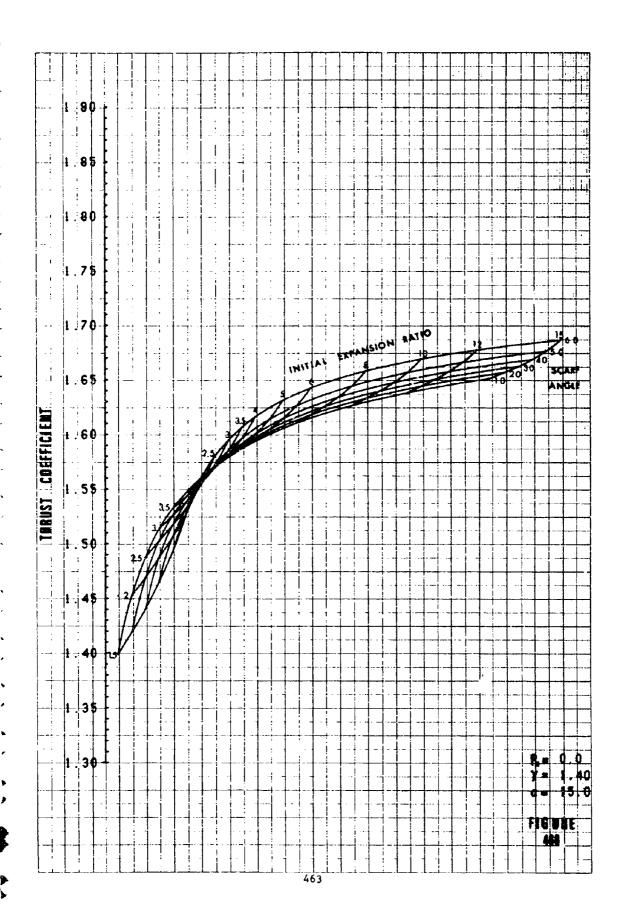


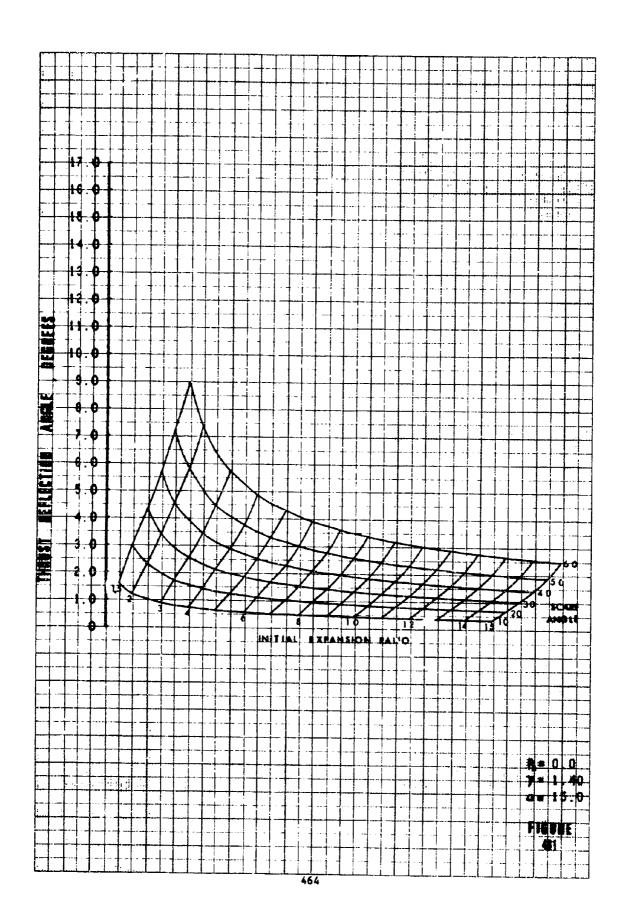


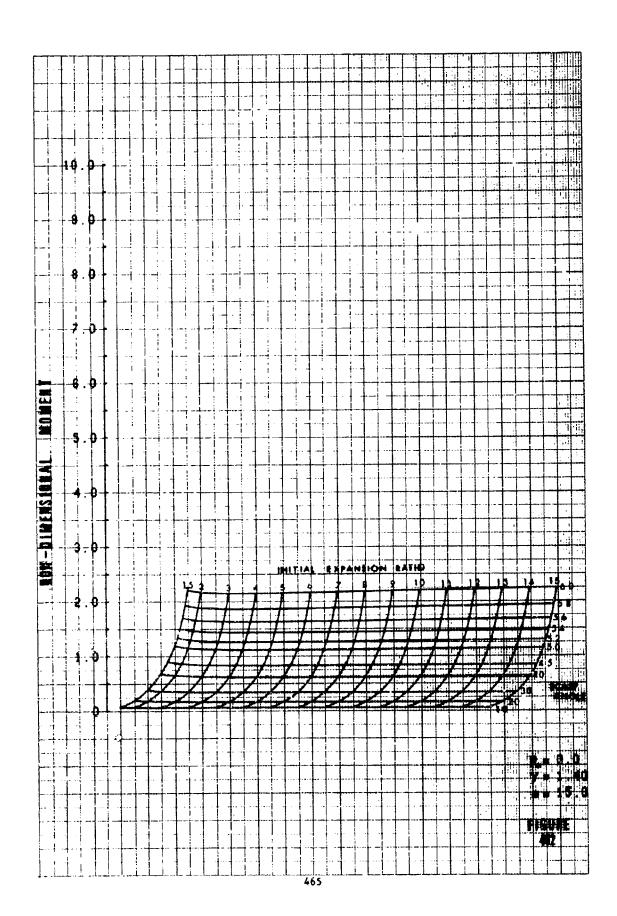


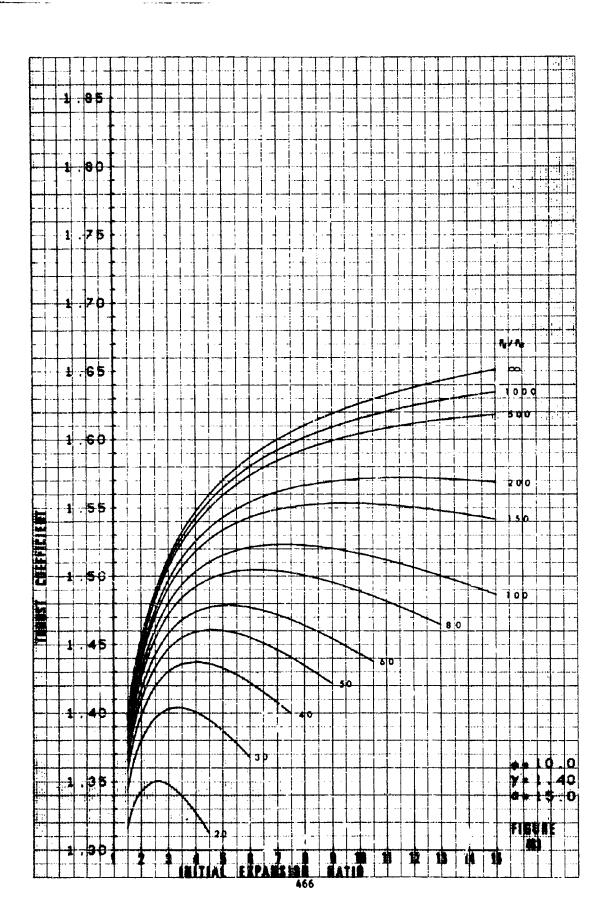


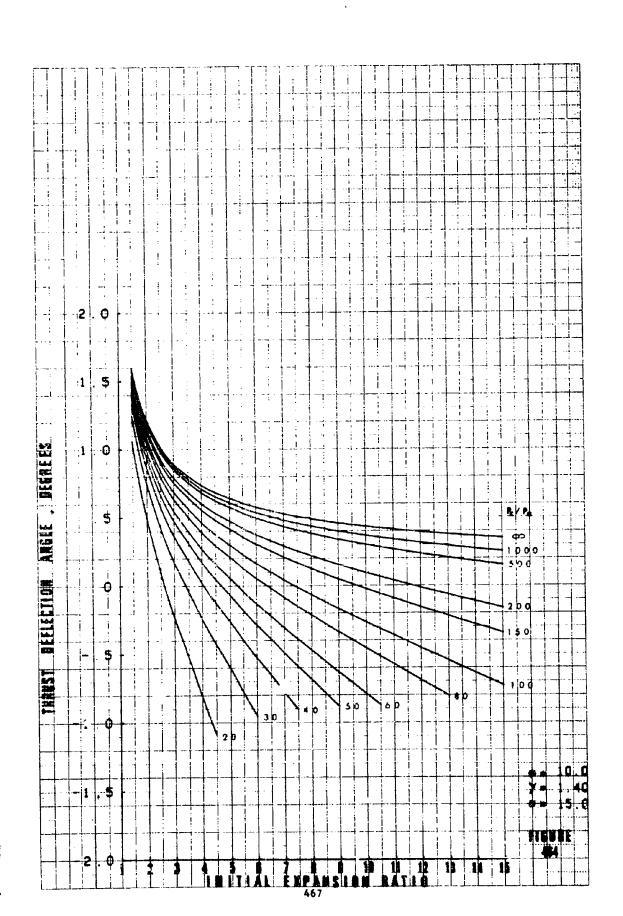


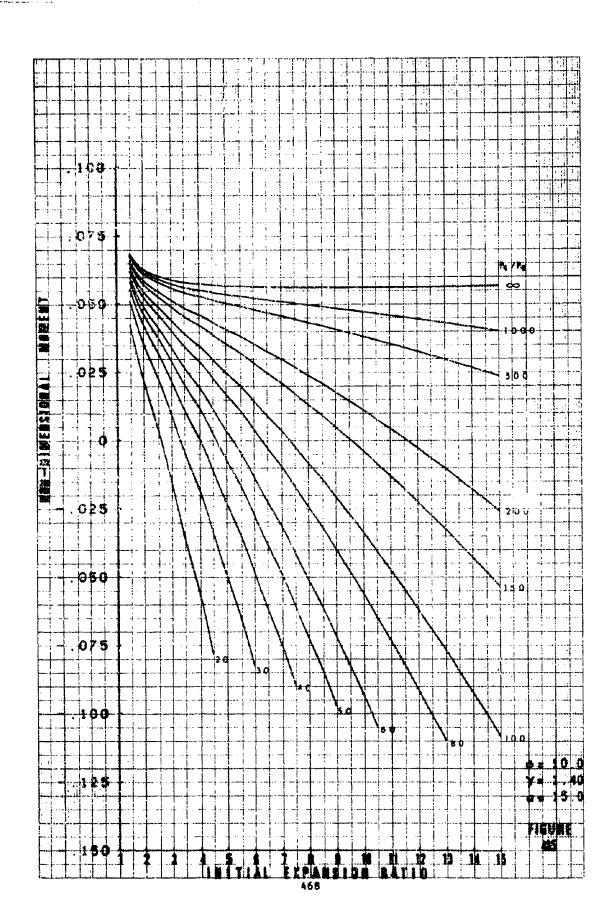


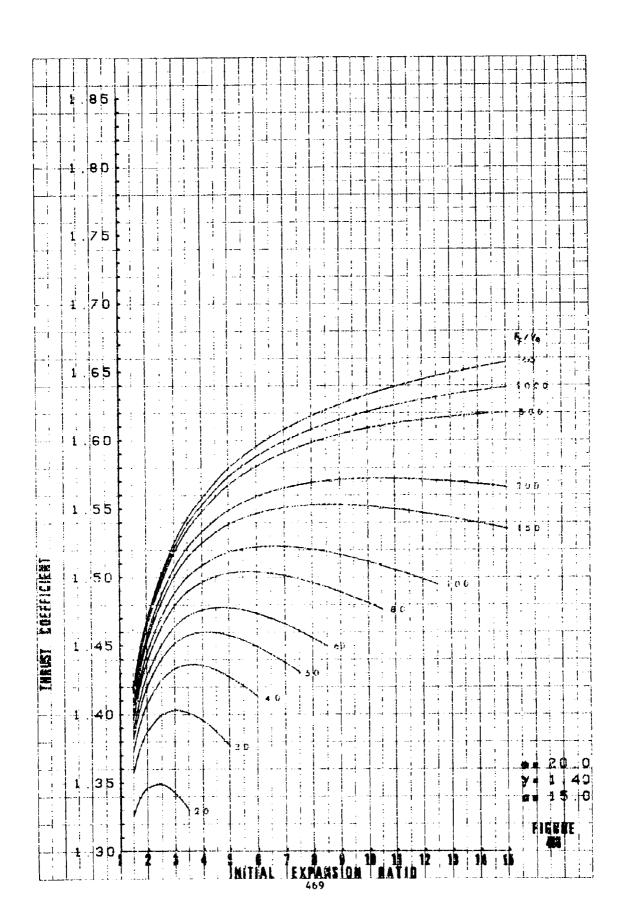


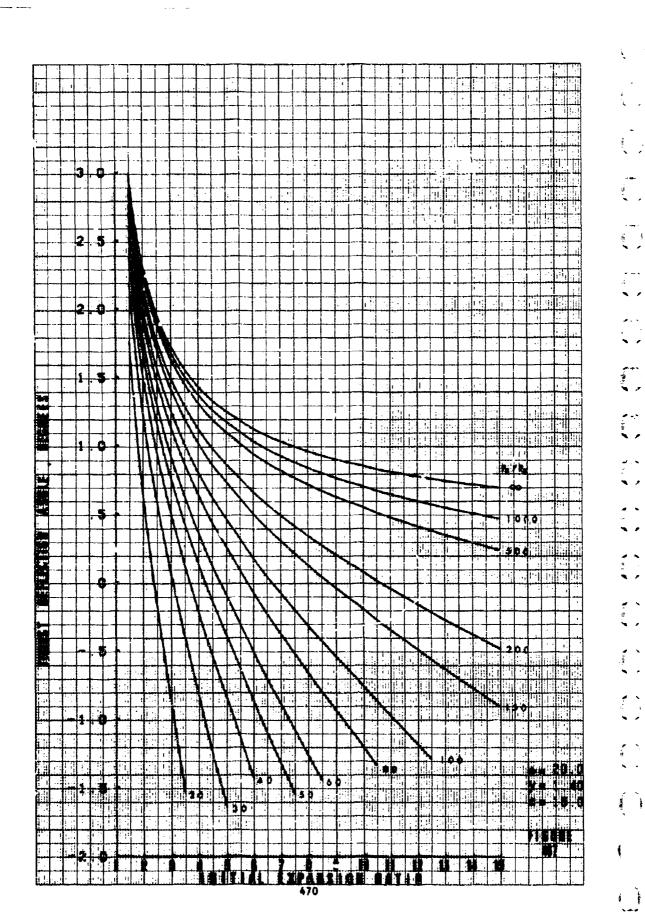












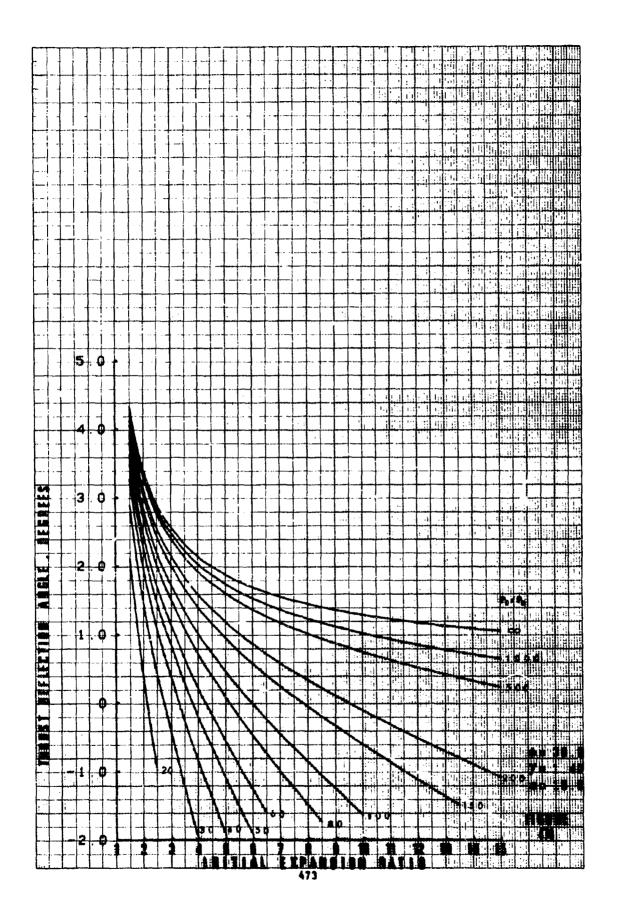
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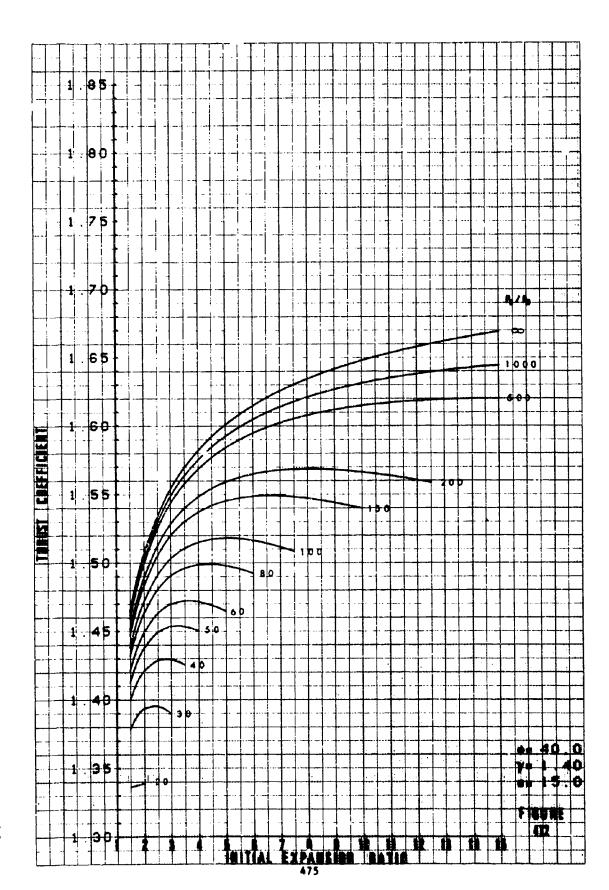
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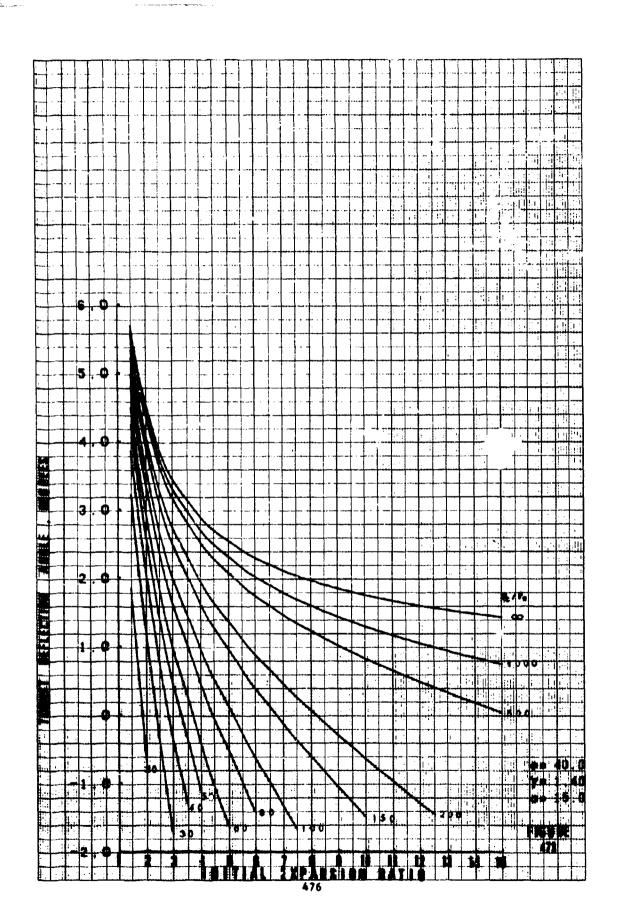


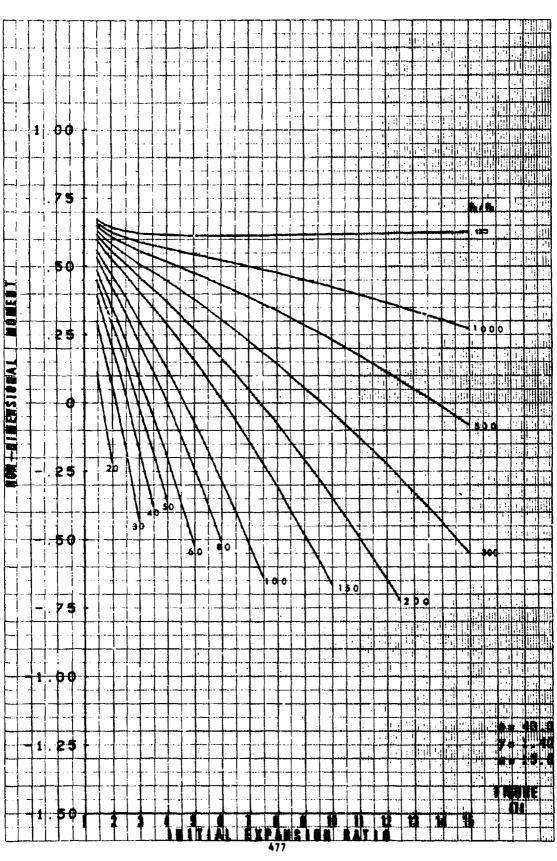
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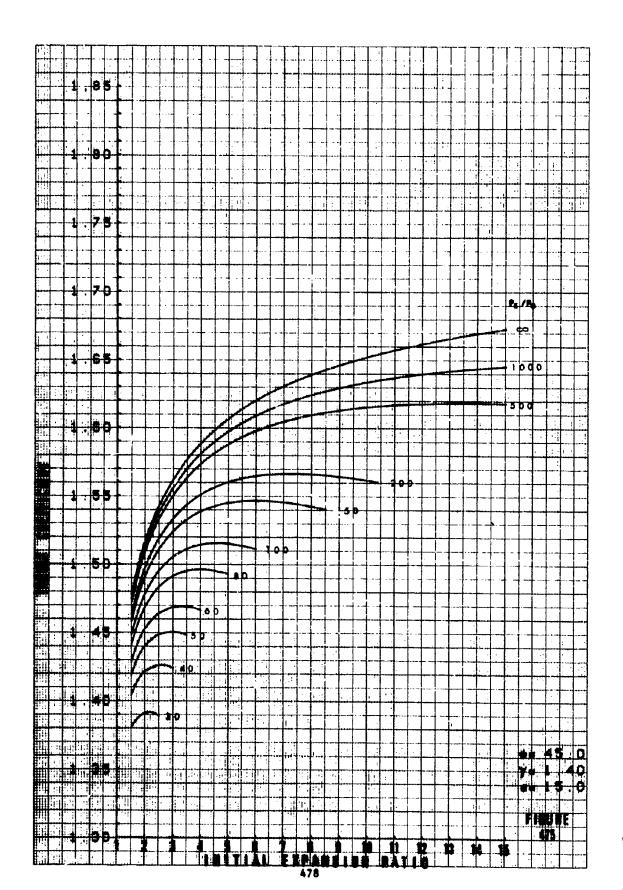
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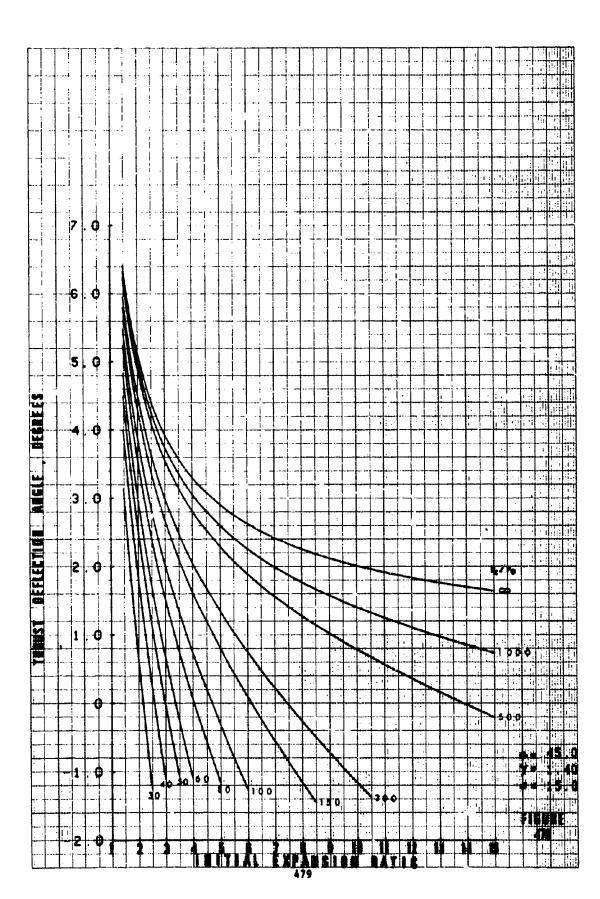


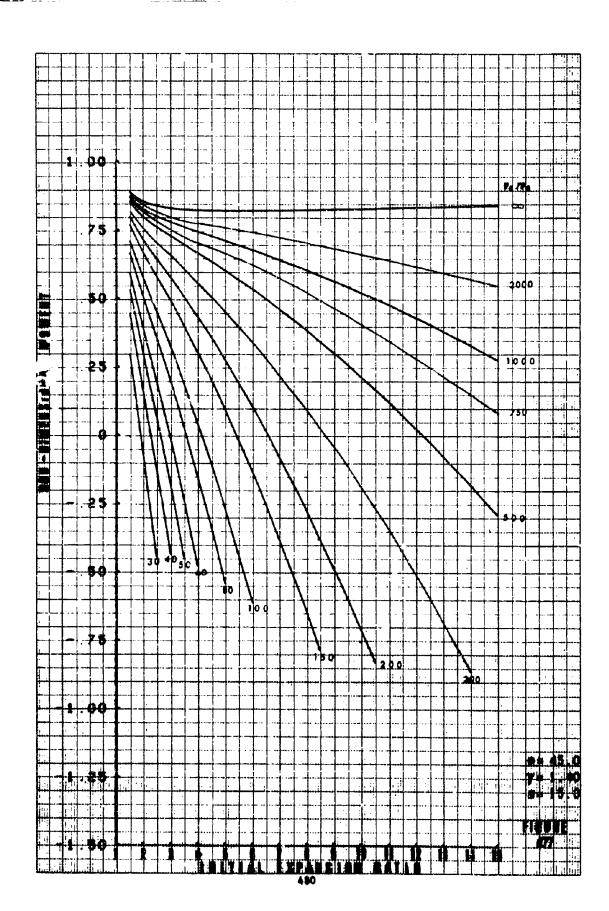
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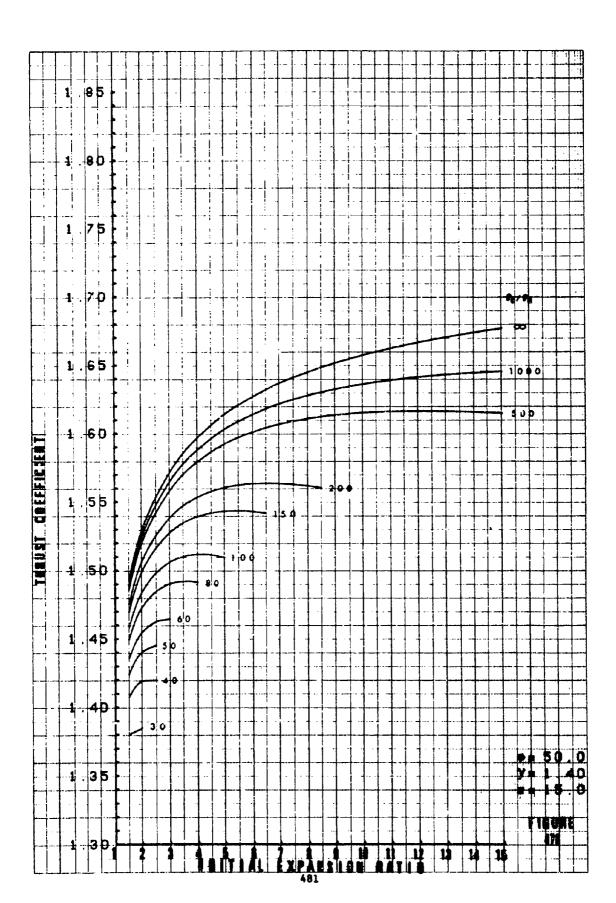


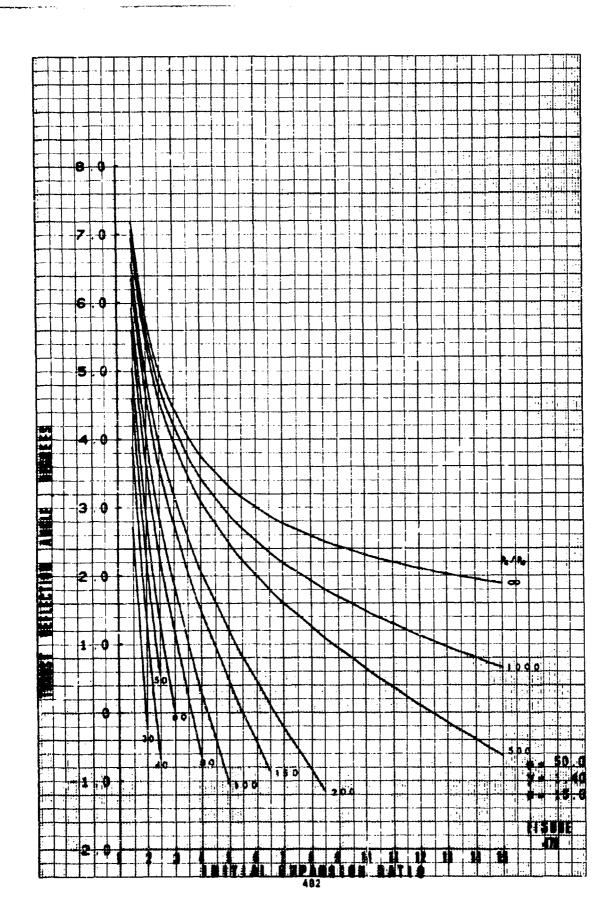


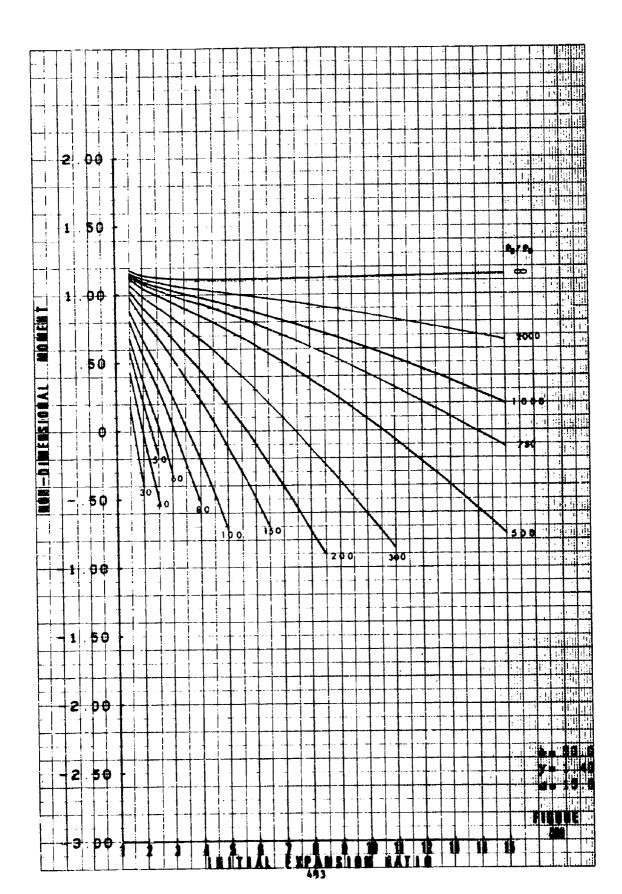


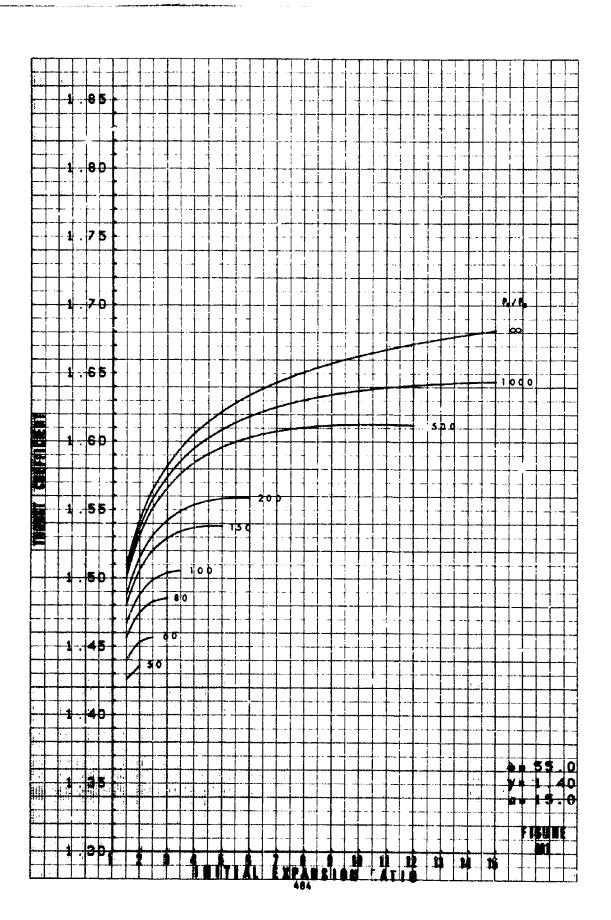








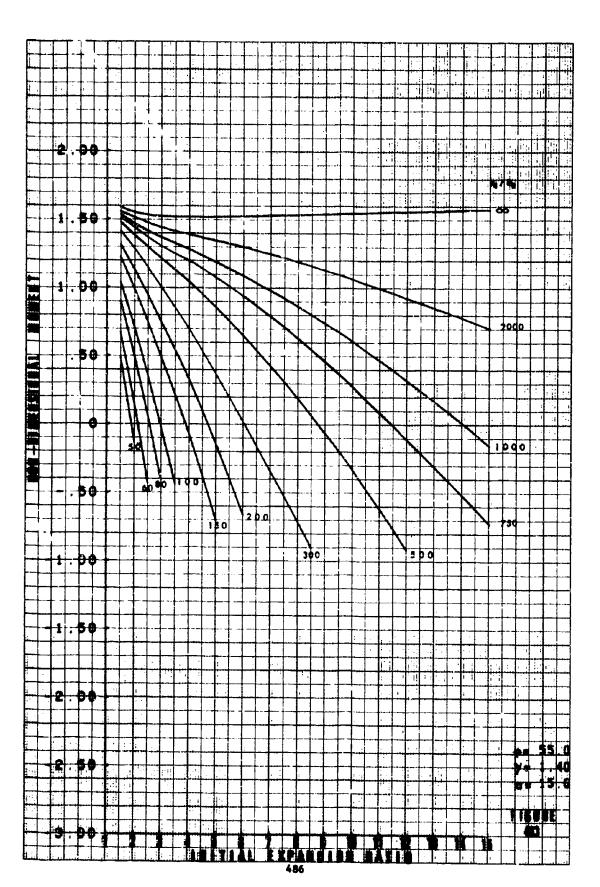


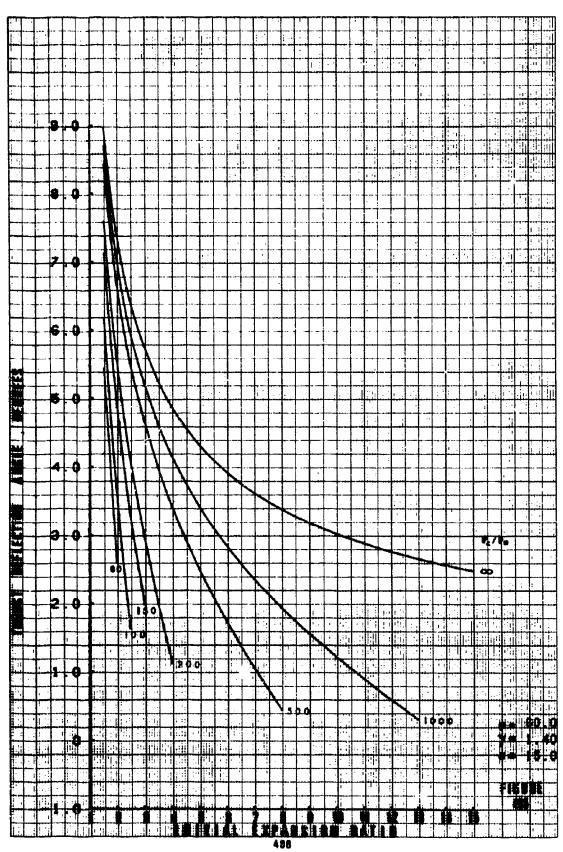


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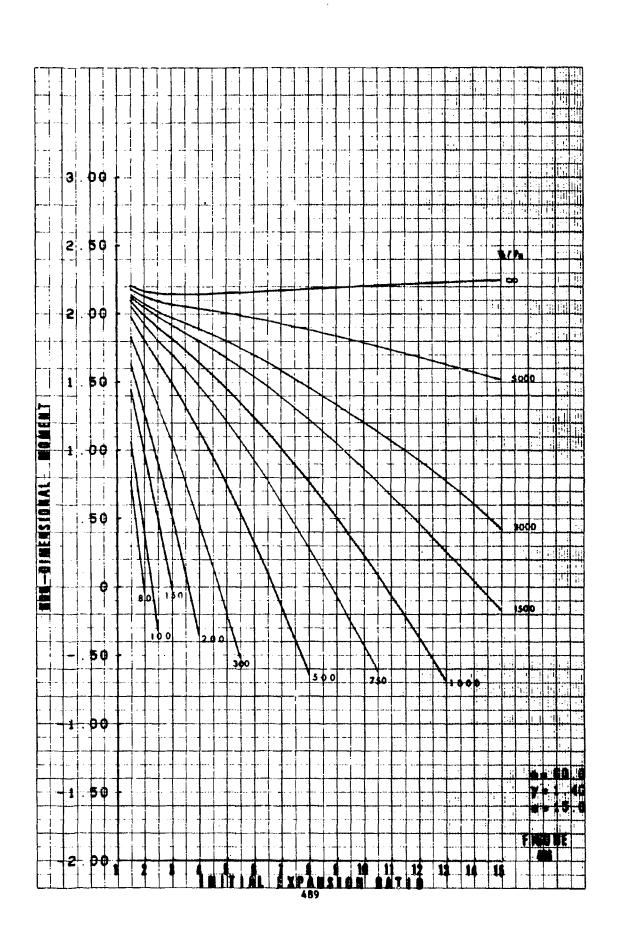
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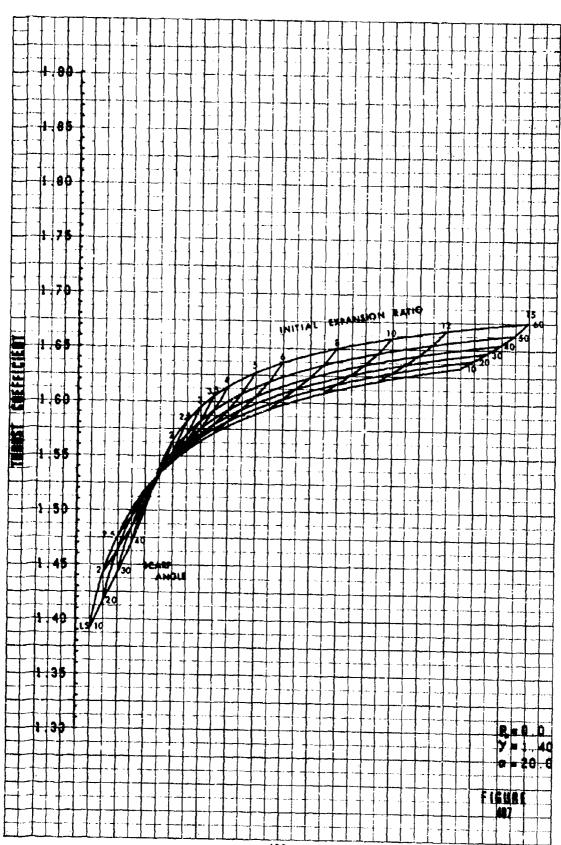
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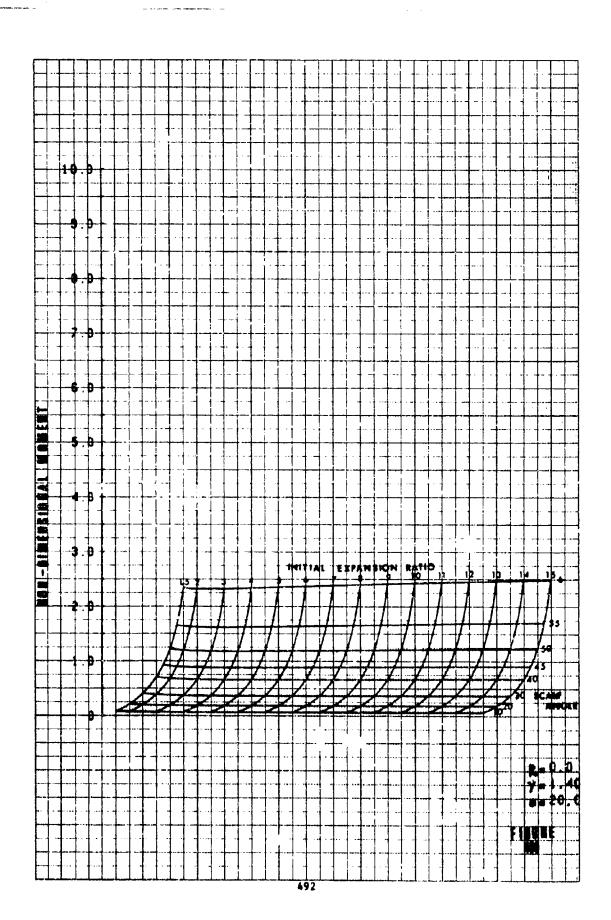
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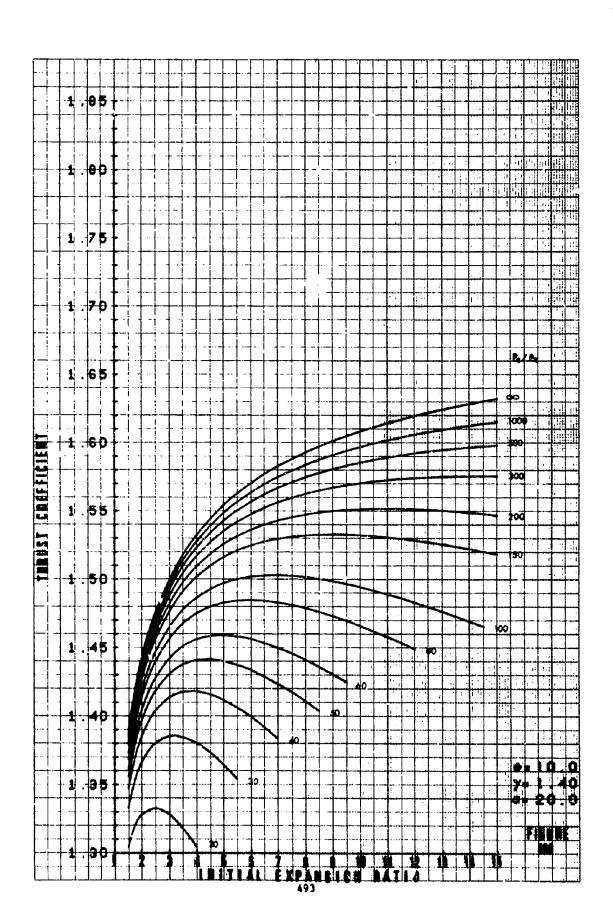


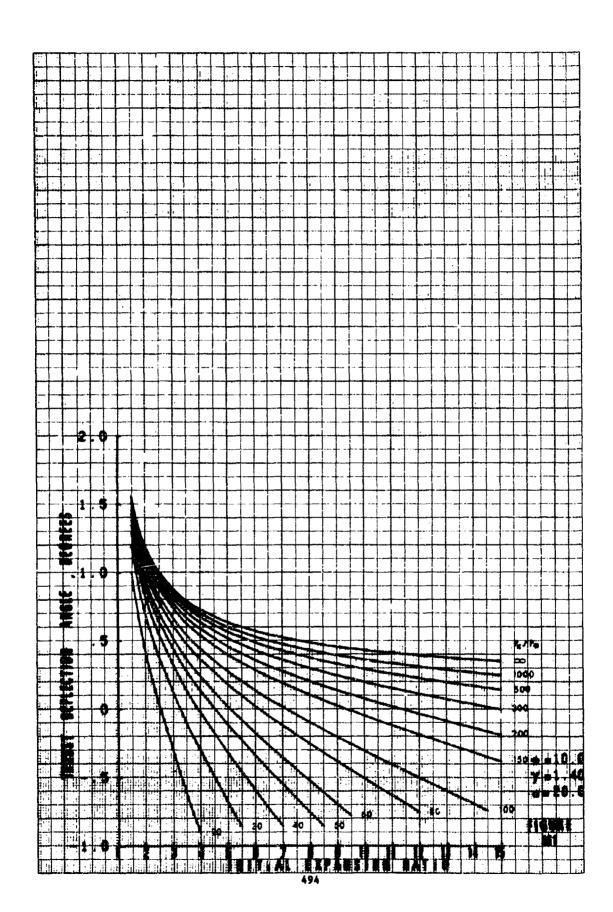
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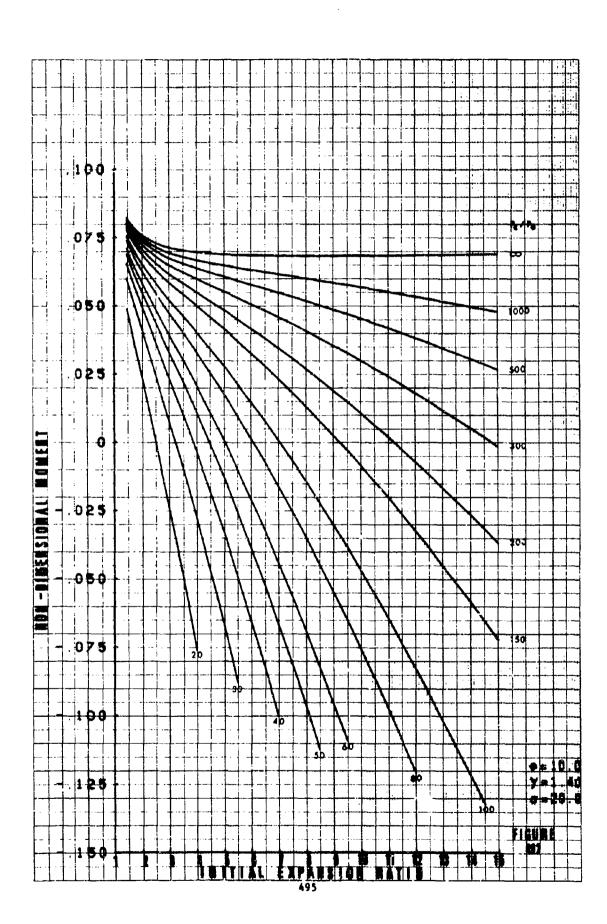


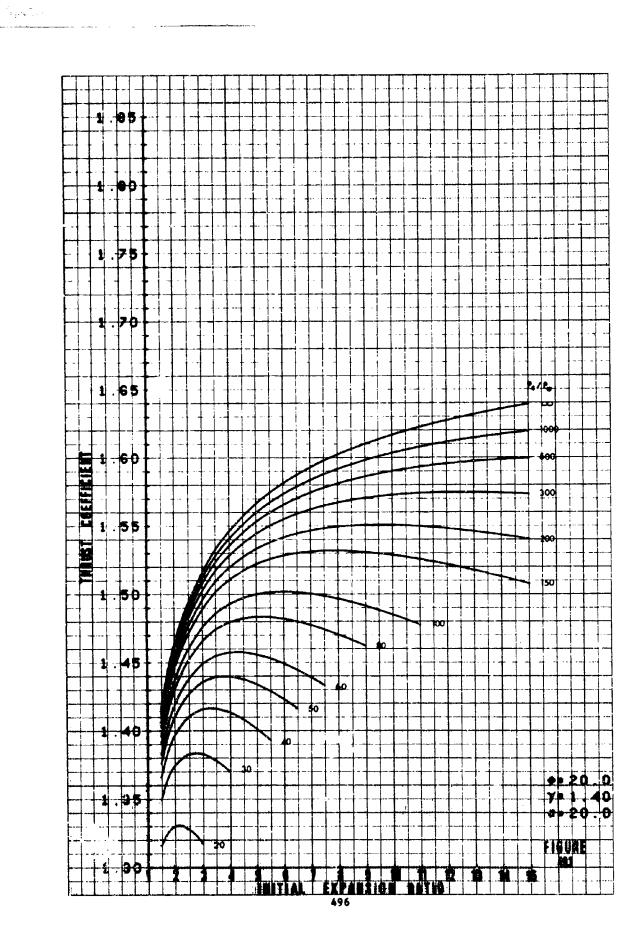
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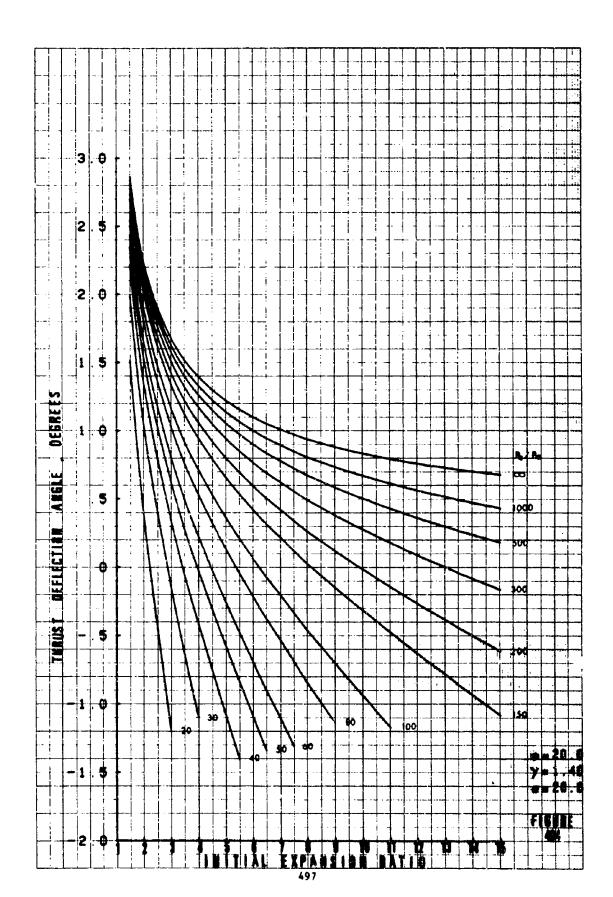




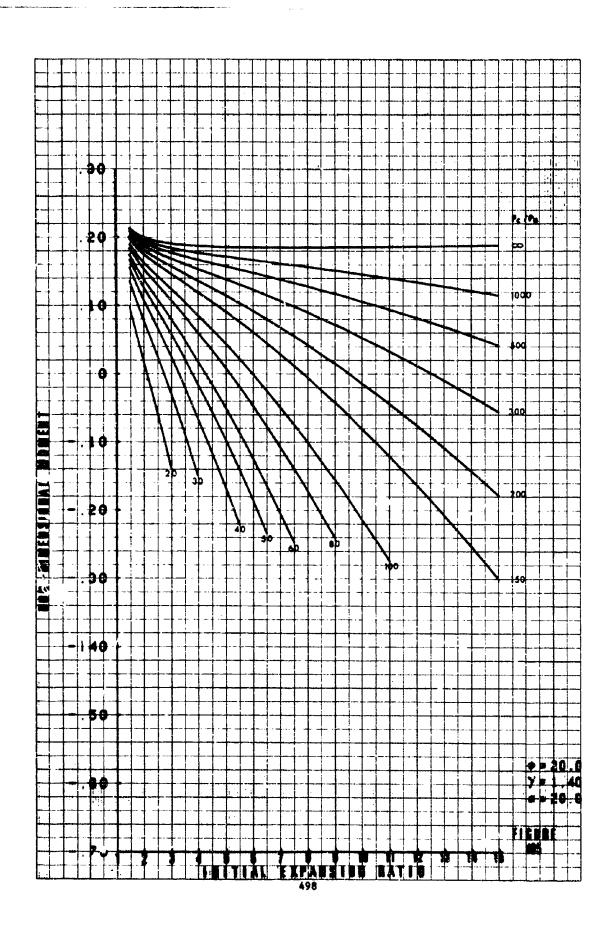
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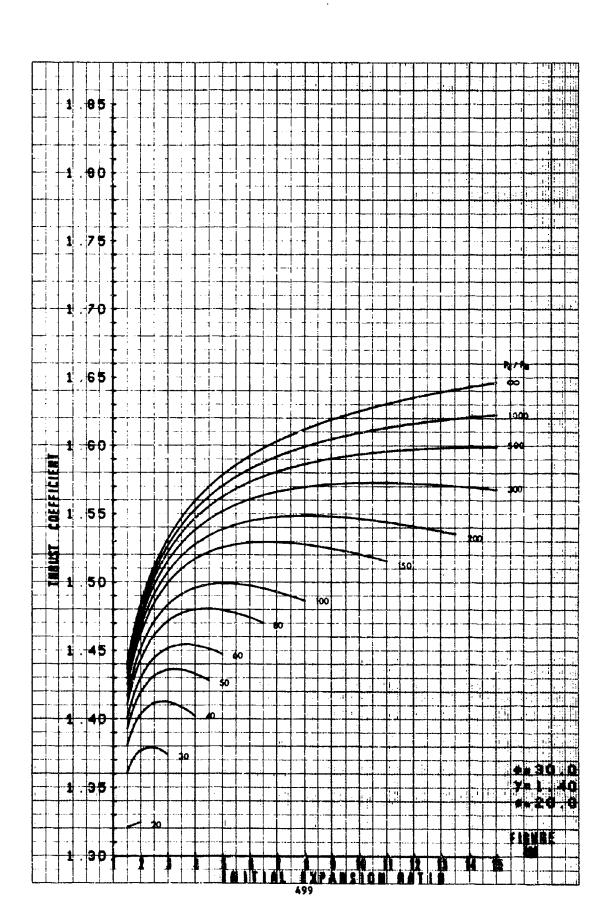


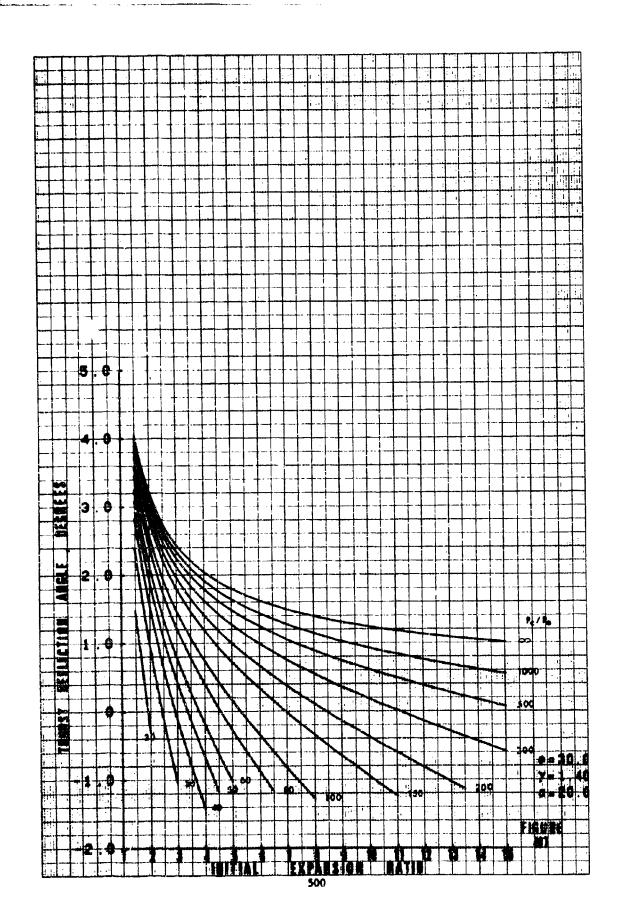




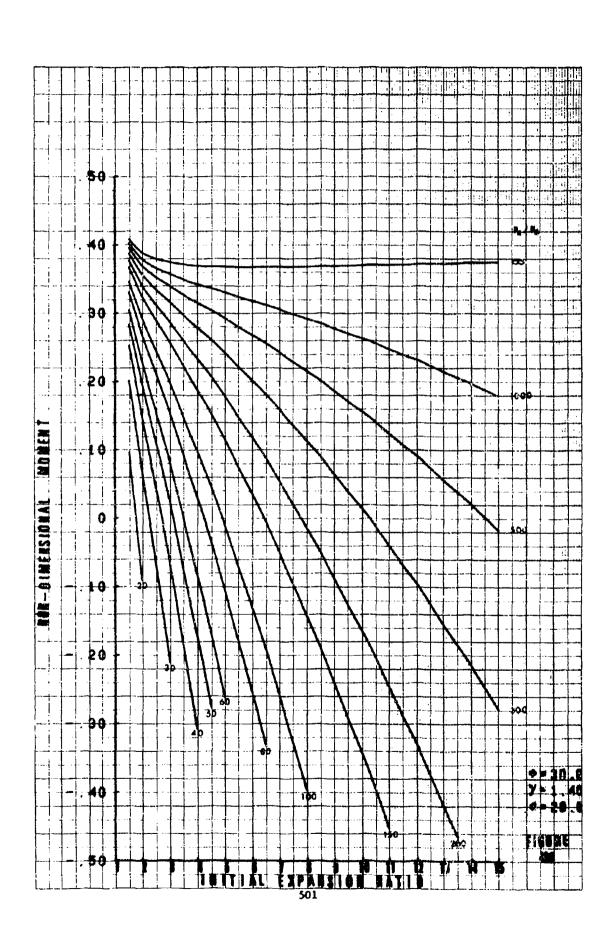
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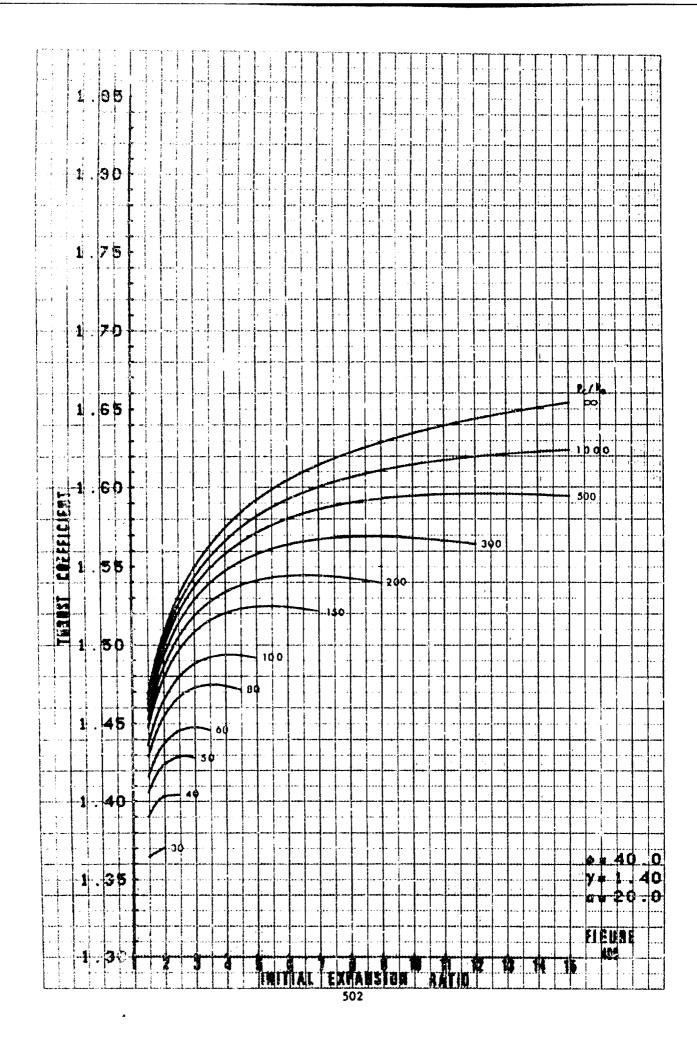


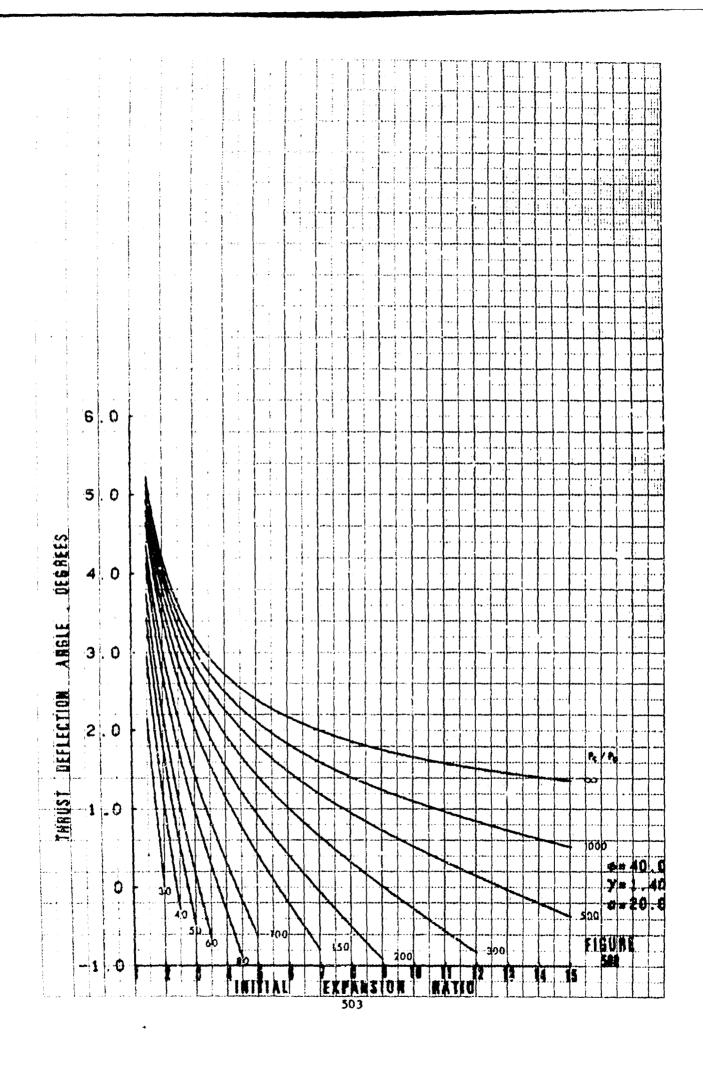


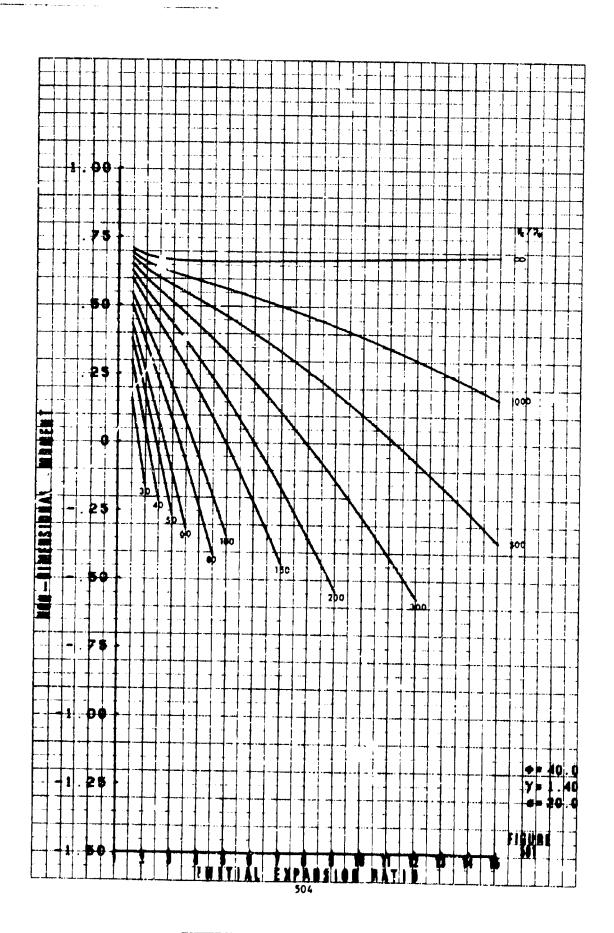


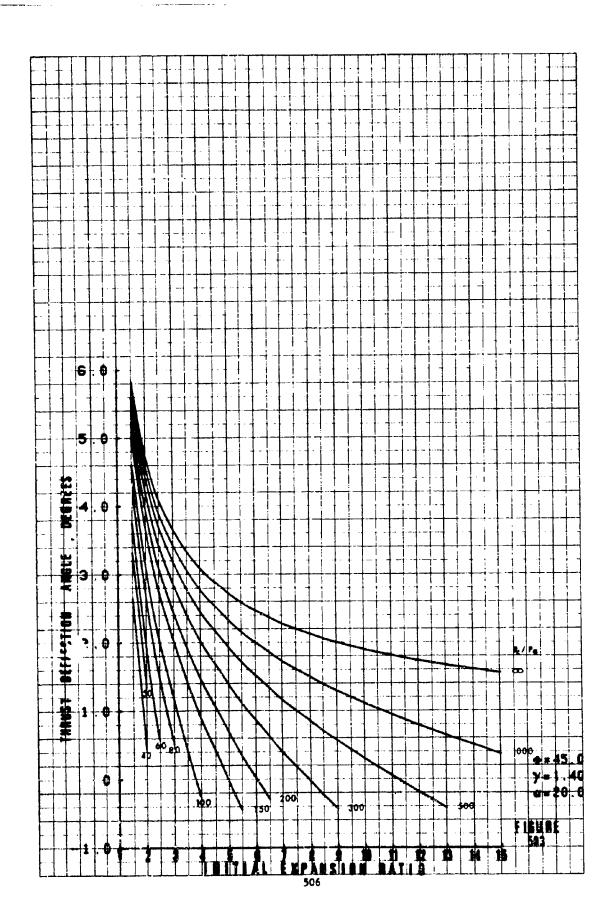
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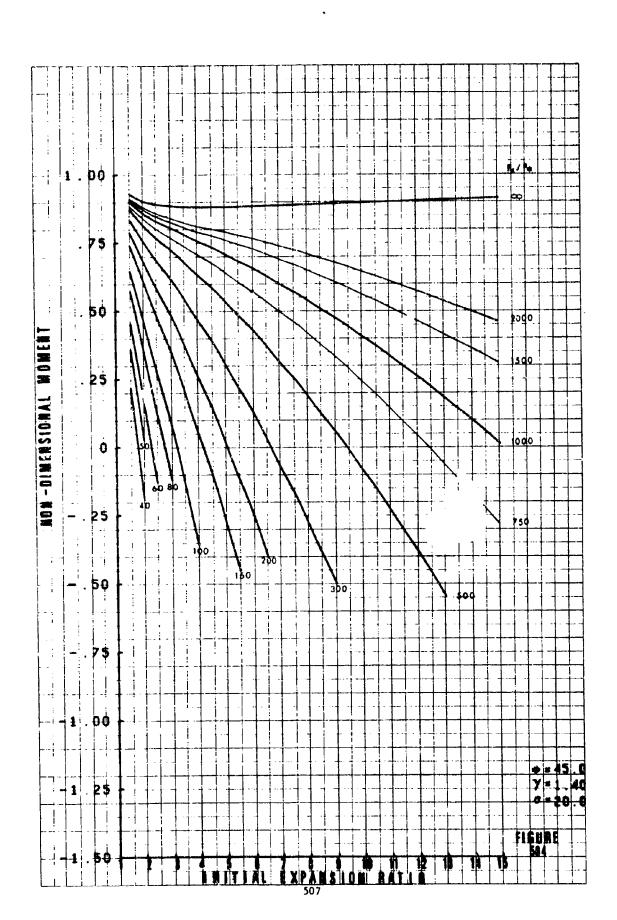


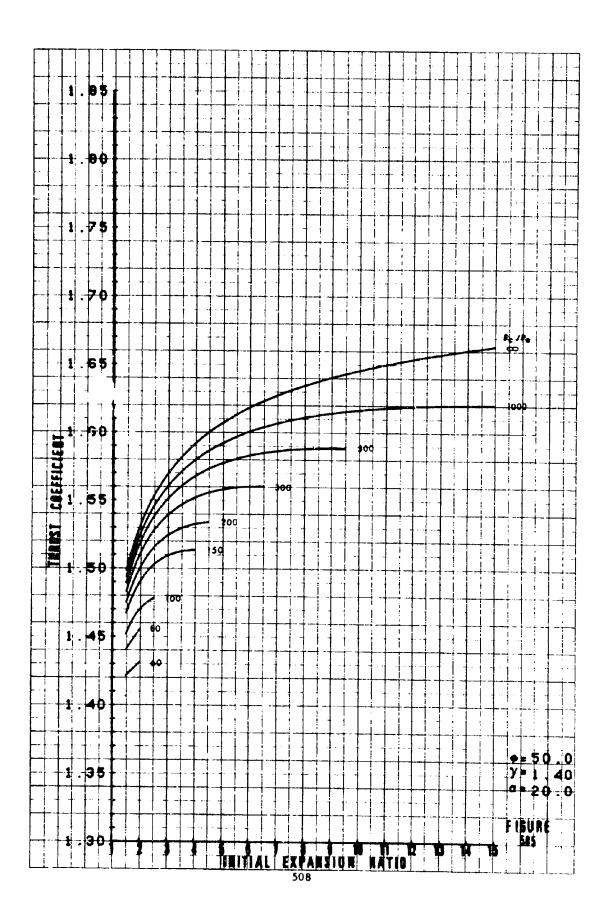


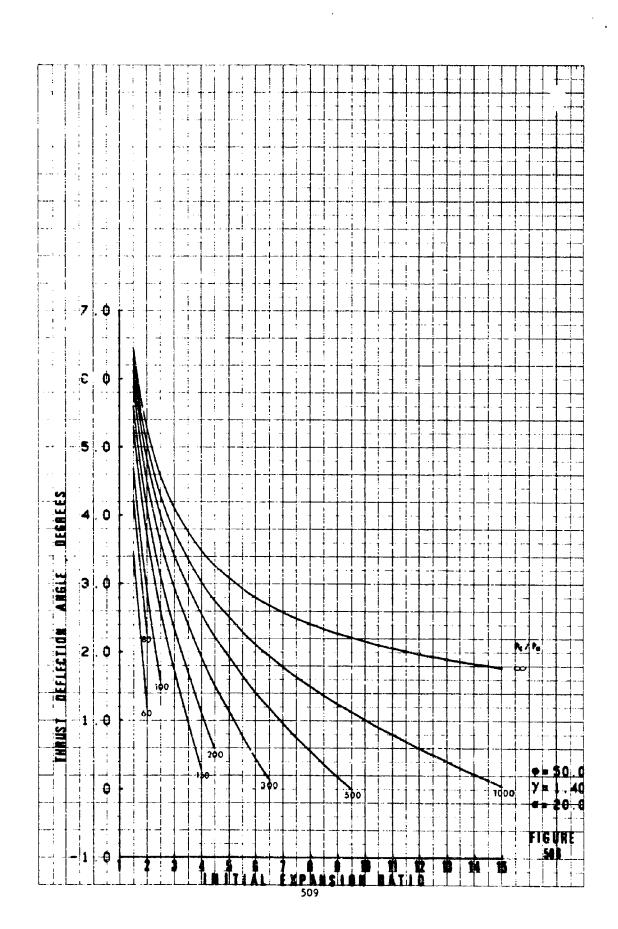


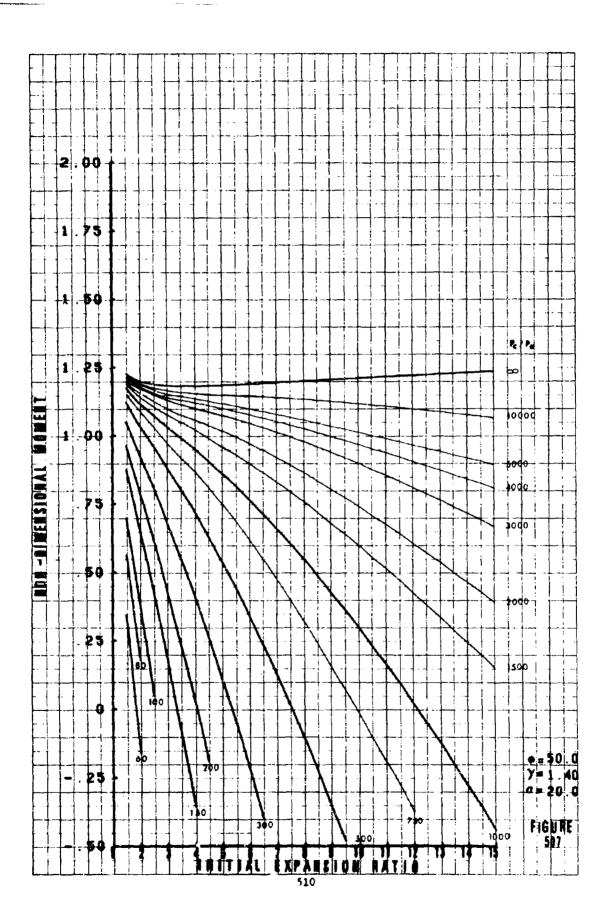


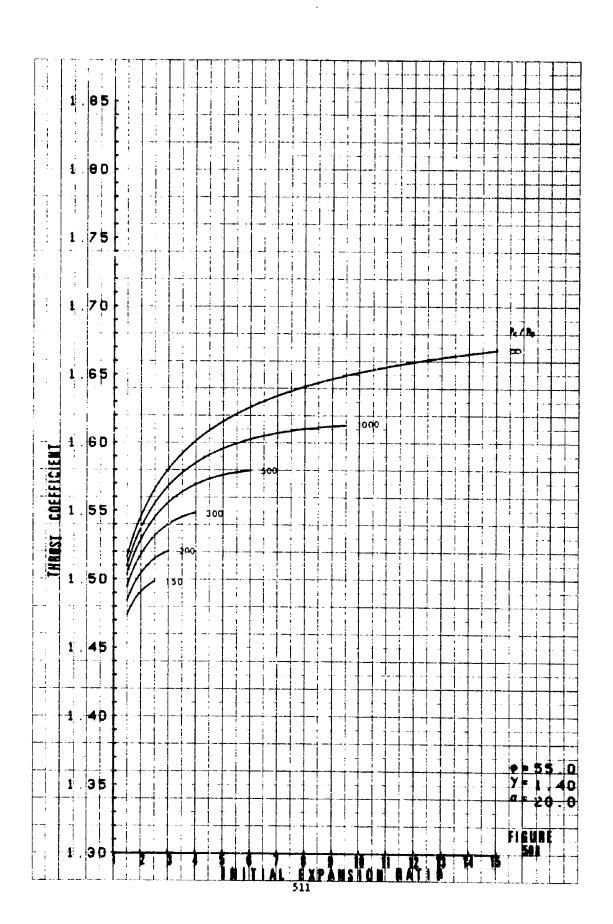


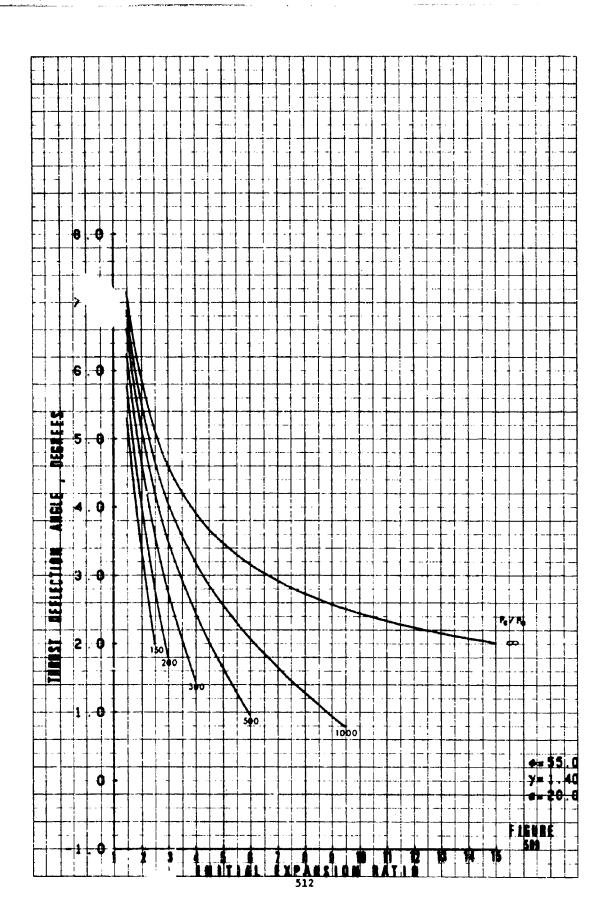




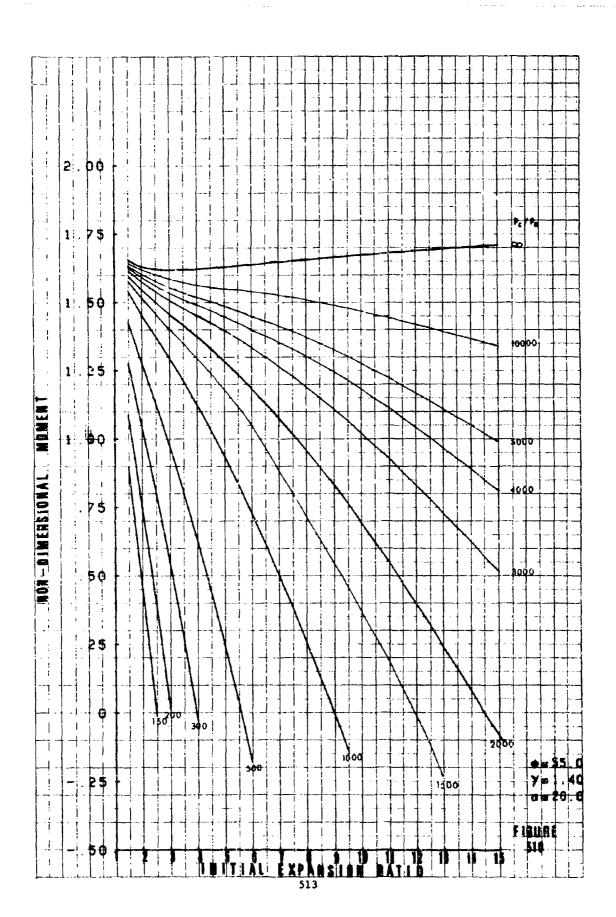


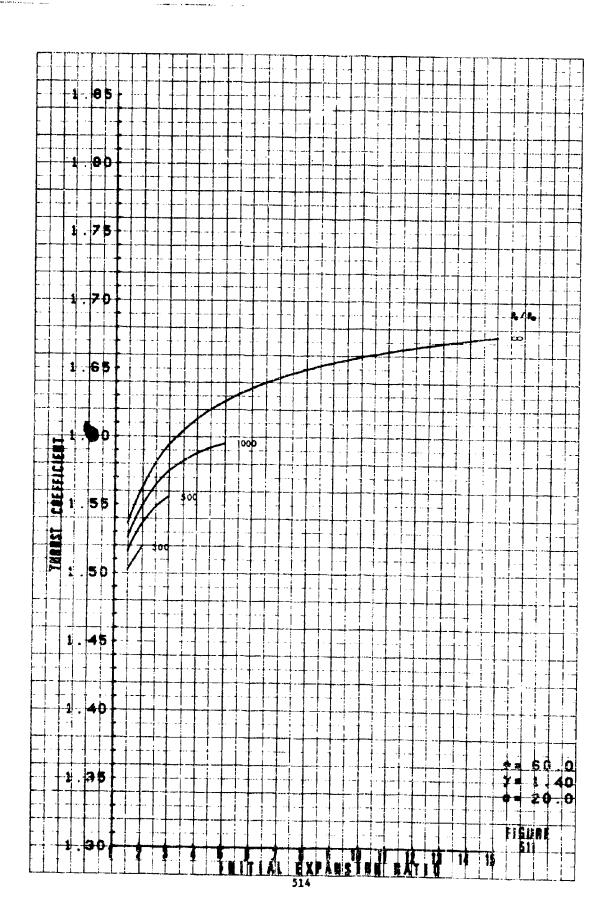


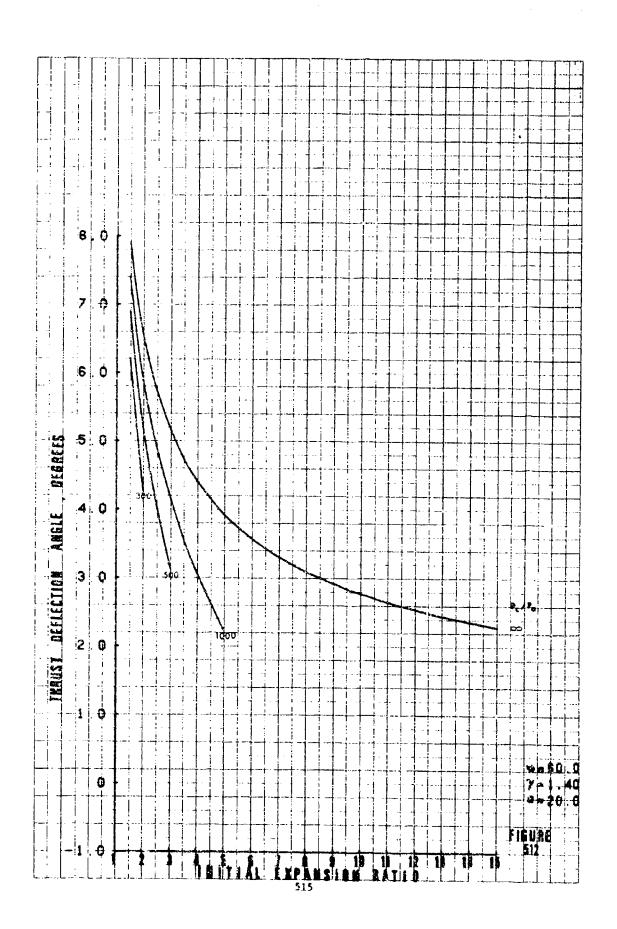


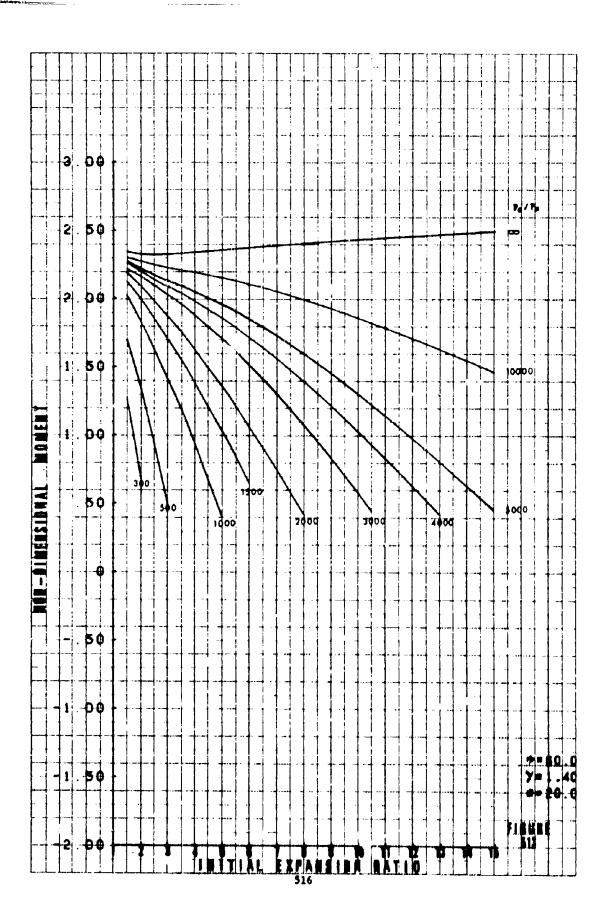


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